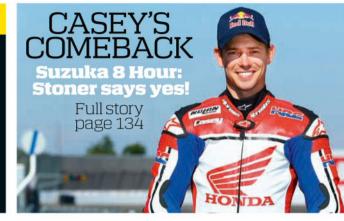
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Vol 64 No 19, 2-15 April, 2015 \$7.95 / NZ \$9.00





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10 reasons why your bike is better!

The greatest race! Reliving Bathurst in 1979



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*Monster 1200 S version shown

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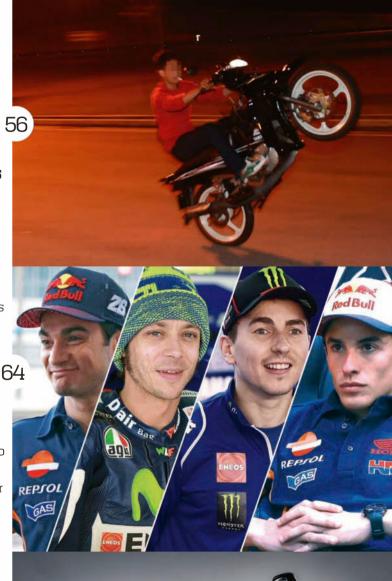
Cover story

More powerful than a MotoGP bike!

It's almost impossible to imagine, but the supercharged \$60,000 Kawasaki Ninja H2R packs more punch than a MotoGP bike. We take the track-only beast and its road-going \$33,000 sibling for an unforgettable blast around Qatar's Losail racetrack.









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BONUS BMW NAVIGATOR V*









R 1200 RT

K 1600 GT

K 1600 GTL

^{*}Bonus consists of Navigator V, carry case, USB cable and current Australia & New Zealand Mapping on Micro SD Card. (Mapping is not transferable and can only be used the Micro SD Card provided). Offer only includes selected motorcycles ordered and delivered between 1 April 2015 and 30 June 2015 from participating BMW Motorrad dealers while stocks last. Cannot be combined with any other offer or redeemed for cash. Stock may vary between BMW Motorrad dealers. Excludes fleet, government and rental buyers. Consult your participating BMW Motorrad dealer for further details. BMW Group Australia reserves the right to change or extend the offer.



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An ageing issue?

THERE'S AN AWFUL lot of talk at the moment about the age of this bloke or that doing this thing or or that in this or that series. If it's not the my-god-he's-36 Valentino Rossi winning races in MotoGP (full report begins on page 116), it's the fact that the rules have been changed to let the gasp-but-he's-only-15 Fabio Quartararo race in the Moto3 championship.

Then there's the sharp-inhale-46 Troy Bayliss who has competed with gusto in the last two rounds of the World Superbike Championship (full report begins on page 108) and is off to try his luck in the American flat track scene, the even-sharper-inhalenearly-60 Wally Campbell who cleaned up at the recent Barry Sheene Festival of Speed and shared a podium with an at-leasthalf-his-age son (full report begins on page 124).

I'm beginning to wonder just how much it even matters anymore.

Sure, with youth comes spectacular audacity and no one can argue that the young (and the even younger) Marquez' display of valour is brilliant to witness. But so was Rossi and the nudging-30 Dovizioso at the opening round of the MotoGP season in Oatar. And as I watched the two Italians swapping positions in a way that had me inhaling sharply. I wondered how much of the valour they displayed was a result of two old mates familiar with one anothers' riding style. It shows that with enough drive and want, age and experience can be just as spectacular.

even matters anymore³

beginning to wonder just

how much age

The MotoGP field currently has an average age of 26.8 years. An average age that without the my-god-he's-36 Rossi would only be 1.4 years lower at 25.4. It's not a big difference. Of the 25 blokes in MotoGP right now, seven of them are between 20 and 24, 11 of them are between 25 and 29 and another seven are 30 or older. Yes, Rossi is the oldest (he's got three years on Melandri and Hayden and four years on Di Meglio).

Still, the blokes that fought for the top step of the podium, and will be there or thereabouts for the rest of the season, are both well above the average age. And as spectators, I reckon we're all a bit better off for it. **KEL BUCKLEY**



the know

IT HAPPENED SINCE LAST ISSUE



K1600 Bagger still being developed

New Tweaks Show Progress

THESE LATEST SPY photos prove development work is still being undertaken on the BMW K1600 tourer derivative widely referred to as the BMW Bagger. All the bike's oily bits are straight from the K1600GT, but the Bagger stands out thanks to a more intricate fairing design, which loses the GT and GTL's slab-sided look. The sloping rear end has been replaced with a totally new seat, tail and pannier design, as well as a new topbox. These design changes shift the K1600 away from conventional

European and Japanese touring bikes, like the Kawasaki 1400GTR, and further towards American-aimed models such as the Honda Goldwing and Harley-Davidson's fully-kitted touring models.

Tweaks added since we last saw the bike include a redesigned exhaust system, still with three exits on each side to reflect the six-cylinder layout, but now with a new curved shape and longer silencers. There's also a higher screen design, with a cutaway at the top centre, and several

intricate tweaks to the fairing shape and wind deflectors just ahead of the rider's hands.

The prototype also features new engine protector bars, which may have been added purely because it's a valuable test bike that can't afford to be sidelined if dropped. Protector bars would also make a lot of sense on the production version given the bike's sheer size and weight.

A lot of thought has also gone into pillion comfort, with further changes made to passenger footrests and the

addition of armrests. So the bike might have missed the last round of bike shows, but since BMW's boxer and S1000 ranges are now all freshly revamped, the K-series models are expected to be the main focus of its updates for 2016.

The three exhaust exits on each side reflect the sixcylinder layout

Bikes aimed at the American market are often launched relatively early in the year, so it's possible BMW will be ready to unveil the finished version of the latest K1600 earlier than the traditional launch period in October and November.

BEN PURVIS

ALSO IN THIS ISSUE

BRAAAP STREET SUPERLITE 125

Hitting 109km/h on a mini motard



SPLIT THE

Why fracture-split is all the rage

New GSX-R1000 this year

Suzuki needs tech and power

SUZUKI'S GSXR-1000 IS starting to get a little long in the tooth when compared to its closest rivals. But this is likely to change, with all indicators pointing toward Suzuki unveiling its next generation GSX-R1000 before the end of this year – a good time to cash in on its return to MotoGP.

It may be lagging now, but Suzuki's GSX-R was once an electronic gadgetry leader. Suzuki was the first to introduce multiple engine maps and power settings, a precursor to the current trend of traction control technology. Less than a decade ago the GSX-R1000 was seen as the most high-tech of all the Japanese superbikes. Recently, many of its competitors have leapfrogged it thanks to off-the-

shelf ABS and traction-control technology from German giant Bosch. Suzuki has previously preferred to develop its own systems, but now looks likely to join the Bosch crowd, having opted to use the firm's systems on this year's new GSX-S1000 and GXS-F1000 models. That's no bad thing, since Bosch is currently leading the way with its cornering ABS and TC set-ups.

In terms of appearance and layout, it would be madness for Suzuki's next GSX-R not to follow closely in the footsteps of the GSX-RR MotoGP machine. By switching to an in-line four-cylinder engine, Suzuki has already laid the groundwork for a close link between its road and race machines, something that

was never possible with the old GSV-R V4-powered racer. Several patents showing elements of the racer have already been filed, and since there's little to be gained in patenting race-only technology, it makes sense that the same ideas will carry over to the production machine. The innovations include the frame shape and the design of the airbox, as outlined in AMCN Tech Talk Vol 64 No 16.

On a styling front, the droopyedged mouth of the GSX-RR is instantly recognisable and could make for an intriguing styling cue on a roadbike, presuming Suzuki can find a way to integrate a headlight with such a nose. The firm may opt to make a clean break with the single stacked headlight arrangement and twin air intakes that have been a GSX-R1000 signature right back to its debut in 2001.

Suzuki could follow Yamaha's lead and incorporate headlights which are barely visible, allowing the main air intake to be the dominant feature of the nose.

Whatever it chooses to do, expect a significant change in appearance. The current bodywork has been unchanged for six years, having first appeared on the 2009 model. And no previous GSX-R1000 has kept the same plastic for more than two years.

Our sources are confident the next-generation GSX-R1000 will debut around October this year for a 2016 release.



COLUMNS

DON'T CALL ME HIPSTER

When simplicity goes full circle

103

SPORT STARTS PAGE 134

MOTOGP OPENER

Ducati and Yamaha battle it out in Oatar



Yamaha 03GEN concepts revealed

YAMAHA HAS PULLED

the covers off a pair of new concept bikes which hint at where it could be taking its three-wheeled Tricity scooter in the near future.

The two bikes, called 03GEN-f and 03GEN-x, are both based around scooterstyle twist-and-go power units and use the Tricity's front suspension, but have very different looks. As their names suggest, they're follow-ups to last year's 01GEN concept three-wheeler, but where the 01GEN used the twin-cylinder engine from Yamaha's TMAX, these new concepts both have smaller units derived from the existing 125cc Tricity.

The 03GEN-f is a sporty take on the idea, with a small fairing style and futuristic looks. While it's the more interesting of the two new concepts, it's the one least likely to reach production. Elements including the engine, handlebars, levers and footpegs are all extremely stylised, which is far more suited to a show bike than a production machine.

The second Yamaha concept three-wheeler is quite different, and looks far more suited to production. The 03GEN-x is an off-road inspired take on the threewheeled idea, with a hint of retro scrambler thrown

in. Unlike the 03GEN-f, the x version takes its engine, transmission and rear wheel straight from the Tricity and also uses production parts for a wide range of elements, including levers and brakes.

The frame appears to be largely the same as the Tricity three-wheeler, and the front suspension is identical to the existing production bike.

Where it differs is in its rugged styling and wirespoked front wheels, which are fitted with knobby tyres.

A number of parts, including the headlight, are clearly concept bike parts, but they could easily be switched for more conventional items.

Also, things like the leather seat and wood-finished luggage rack would be unlikely to ever reach production. However, it doesn't take a big stretch of the imagination to see how a three-wheeler similar to this could appear in showrooms in the near future.

Beyond these concepts, Yamaha is also believed to still be considering a largercapacity, faster three-wheeler similar to last year's original 01GEN concept. The idea would allow riders who start out on the smaller Tricity to take a step up in performance without having to make the leap to two wheels.

BEN PURVIS











Blinged! Rally concept créated by adding extras to a stock

The CRF250 would be a cheaper and lighter alternative to the soon-to-be-released Africa Twin



Honda's CRF250 Rally revealed

The future of adventure bikes?

HONDA HAS SHOWN it believes small and mid-capacity adventure bikes are the way of the future by unveiling a CRF250 Rally concept at the recent Osaka Motorcycle Show.

Big, powerful and heavy adventure bikes are currently in vogue, but there's a strong argument that smaller and lighter motorcycles are better suited to real adventure riding.

The CFR250 Rally concept has been created by adding components from a variety of aftermarket companies to an otherwise-stock CRF250L. The work has converted the enduro machine into a convincing replica of HRC's CRF450 Rally, as raced at the famous Dakar Rally.

The screen and dash come straight from the real Dakar bike, while the bodywork is also virtually identical. The fuel tank

capacity has been increased from 7.7 litres to 10 litres, and the fork is a longer-travel version of the existing CRF250L unit.

Beyond that, there's a seat from aftermarket supplier Noguchi, Zeta levers, a Mugen exhaust and Renthal handlebars.

While the bike is only a concept at the moment, it's clear a showroom version would be a straightforward job for Honda, since the frame, engine and running gear are already massproduced parts. Rumours are already circulating that the Rally will become a production machine sooner rather than later.

Given Honda is planning to unveil its Africa Twin later this year - a mainstream attack on the harder end of the big adventure bike market – a smaller, lighter and cheaper companion model makes sense.

Honda Bulldog concept

More models from the CB500 platform

HONDA CONTINUES TO show the potential of its modular engineering ideas with the unveiling of its new Bulldog concept bike - yet another machine to be spun off from the platform of the existing CB500.

The CB500 is already built as the naked CB500F, the adventure-styled CB500X and the sporty CBR500R. In Japan there are also shorter-stroke 400cc versions of all three.

The Bulldog, not to be confused with the similarly named Yamaha Bulldog from 2001, is a concept aimed at the Japanese market, and uses the 400cc version of the engine.

On the face of it, it's initially hard to see how a bike like the rugged-looking Bulldog can be based on the CB500's design, but in fact it shares most of its components. The engine, frame and swingarm are taken straight from the existing production bike, with the addition of new bodywork, crash bars, seat subframe and fork, along with 15-inch wheels instead of the usual 17-inchers.

The result is a bike with clear visual links to machines like Honda's NPS50 Ruckus/ Zoomer scooter and the bigger PS250 model.

Depending on customer feedback, the bike might soon be heading to a dealer near you

It's also the spitting image of Yamaha's 2011 Ryoku concept bike. According to Honda, the Bulldog was created with the concept Loveable Touring Partner - and according to the press release it will go beyond the boundaries of conventional leisure motorcycles to actively enjoy outdoor life.

Styling includes a modicum of luggage space in boxes on either side of the fuel tank, which are like front-mounted panniers. There's also racks front and rear to strap extra kit onto. While it's intended to be a pure concept bike, the fact that it's so closely linked to the production CB500 range means a showroom-ready version wouldn't be a huge or expensive task to achieve if feedback from potential customers is positive enough.

BP





If you have \$50.000 you could own a fully functioning replica of the Light Cycle from the movie Tron. The futuristic two-wheeler is being auctioned by Sotheby's

Salt and Pepper

YOUR OUI

Harley-Davidson Australia and New Zealand recently added a bit of Pepper to the salt at Lake Gairdner when it entered a highly modified Road Glide FLTRXS in the 2015 Dry Lakes Racers Australia Speed Week, Pepper competed in the Modified Partial Streamlined -Push Rod Fuel (MPS-PF) class.





"This is

He does say it a lot, but this time he means it

Read why it's his best win vet on page 145

US \$1.7M



No longer top bid

The recent record-breaking sale of the Captain America chopper from the 1969 film Easy Rider has fallen though amid concerns over the bike's authenticity. The record now belongs to a 1925 Cyclone board tracker once owned by Steve McQueen, which recently sold for \$986,000.

Vale Alan Lambert

Victoria has lost a valued member of its motorcycle racing fraternity with the passing of Alan Lambert aged 83. Alan kicked off his racing career with the Mentone Motorcycle Club, before switching to MCRCV where he was honoured with life membership. While an accomplished A and B Grade rider and owner of Alan Lambert Motorcycles, Alan and wife Pam are best known as co-owner of Lambert Leathers. Alan was also a keen member and President of the Veteran Motorcycle Racers of Australia.



Poor old bblehead

There were a number of readers quick to spot our April Fool's prank on page 14 of AMCN Vol 64 No 18, but not as many as we would have thought. Maybe two Victorian Police officers issuing each other with traffic offences is not outside the realms of possibility?

Victorian lane filtering legal

While no official announcement has been made, it's looking likely the Victoria government will roll out new laws allowing motorcycle to lane filter from 1 September 2015

Brilliant

If all of the 2015 MotoGP races are going to be as entertaining and the season opening race in Qatar, it's going to be one of the best



Hot & Not

AMCN'S THERMOMETER



Only one Clarkson

Some of the names being bandied around as possible Top Gear host replacements for the sacked Jeremy Clarkson have us worried. The only person who could come close to being as entertaining is Guy Martin

Crutchlow too soon?

Cal Crutchlow must be wondering if he jumped from the good ship Ducati too soon after Dovizioso and lannone ran at the front of the pack in Qatar

word on the street

Mrs Slow Down

"My wife wouldn't be very happy if I came home with a broken arm

Steve Martin



Ouch and Sorry

"My hand's not feeling well I am really sorry to Steve Martin and his team for taking them out" Robbie Phillis



Colours equal traction

"When I was young, the colour of the leaves on the road told me how slippery they were. That was my traction control"

Freddie Spencer





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 - · Removable quilted liner
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Legend

Cathcart and Ducati reunited

ONE OF THE many highlights of this weekend's Penrite Oil Broadford Bike Bonanza in Victoria will see AMCN's own Alan Cathcart reunited with the 1973 Ducati 750 Imola Replica he rode to victory at the 1994 Bathurst Post Classic TT event.

Cathcart's victory gave him the honour of being the winner of the last motorcycle race held at famous circuit. The reunion is being made possible by Vee Two, an Australian company which will also unveil its new Vee Two Ritorno Twin, a modern recreation of the famous

bevel-drive engine used in the Ducati Desmo V-twin.

Using original factory drawings of the 1978 NCR Factory Ducati engine, Vee Two has created an externally faithful reproduction of the NCR race engine which powered Mike Hailwood to his legendary 1978 Isle of Man TT comeback victory. Internally, all parts have been manufactured using modern technology and materials.

The original engine was the brainchild of Ducati's team of engineers, including Fabio Taglioni, Franco Farnè and Gianluigi Mengali, along with



Rino Caracchi and Giorgio Nepoti of NCR. Initially designed as a production engine, fewer than 10 units

were produced. The Vee Two Ritorno Twin will be unveiled to the public and started for the first time this weekend.



Some of the new bikes hitting Australian showrooms this month include Ducati's eye-catching Scrambler Icon and the Triumph Bonneville Spirit Special Edition – featuring a Spirit Blue/New England White colour finish on the fuel tank and mudguards.

Icon

Price: \$13,140 (+ORC)



TRIUMPH BONNEVILL

Newchurch Special Edition

Price: \$12,990 (+ORC)



TRIUMPH BONNEVILLE

Spirit Special Edition **Price:** \$13,990 (+ORC)



Z250SL

Price: \$5299 (+ ORC)

Z250SL ABS Price: \$5599 (+ ORC)



ICN Jacket

The weather may still be warm, but as we have learned all too often, it can turn bloody cold, bloody quickly.

As the days get shorter and the nights colder, many of us will retreat to the warmth of our homes and the snugness of our beds. However, for many of Australia's estimated 105,000 homeless people, the onset of winter means a long run of cold and often wet nights on the streets.

The good news for big-hearted motorcyclists is we will once again make a difference in 2015.

The 2015 AMCN Winter Jacket Drive is now underway, and our goal this year is to be able to provide a jacket to every homeless person who asks for one. Sure, it's the same goal we have every year – but we're yet to think of a more important one.

We're already well underway. thanks to the generous donation of jackets from Yamaha Australia (see AMCN Vol 64 No 18).

Once again Dan Strickland and the team from Mission Australia will be coordinating the collection and distribution phase



of the drive. As we have done over the past two years, AMCN and Missionbeat will link up with Sydney Homeless Connect at Town Hall to distribute a truck load of jackets.

The Robertson Pie Shop ride and jacket drop off is back, with a date to be confirmed, and we are in the process of launching a new network of drop-off points.

If you are in possession of a motorcycle jacket which could have a valuable second life as life-saving warmth and protection for one of Australia's homeless, bundle it into a plastic bag and we'll tell you where to drop it off in the next issue of Australian Motorcycle News.

R U RSV4 DREAMING?

APRILIA RSV4 R & RSV4 FACTORY



RSV4 R

RSV4 FACTORY

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ional Recommended Ride Away Price. Offer is available while stocks last. Overseas model shown for illustration purposes. Consult your Aprilia dealer for further details. Aprilia Australia promote safe & responsible riding. Promotional offer applies to RSV4 R and RSV4 F MY2014 models sold & delivered by 30 April 2015 or while stocks last. Does not include fitting of accessories. Demonstrator models are excluded. Offer is subject to change without notice.



High-tech

Virtual ride



VICTORY MOTORCYCLES

has taken its test ride program off-road. Not into the dirt, but into the world of virtual reality.

The futuristic system provides the public with the unique chance to ride a Victory motorcycle – even when a real-world test ride is not possible.

Riding in virtual reality also allows every day to be 24 hours of sunshine, with perfect riding conditions and absolutely no traffic.

Fitted with a headset allows the wearer to look around the virtual world simply by moving their head.

Sitting astride one of its cruisers the wearer can ride along a virtual highway.

In addition to a 360° view, Victory's new system is connected to the bike's throttle to provide a real sense of riding. The rider can also lean the bike into corner.

Sound effects provided by surround sound further blur the line between the virtual world and reality.

Virtual reality technology is still in its infancy, but it's a safe bet future generations of the simulated riding experience will include a rolling road, making it even more interactive.



Goldwing celebrates 40

Honda has decided to mark the 40th year of its Goldwing with a special 40th Anniversary model. The celebratory touches have also been extended to the Goldwing-based Valkyrie and FGB6 models.

The special-edition 40th Anniversary Goldwing, which carries a price tag of \$36,299 (+ORC), features two-tone paintwork with blacked out wheels, fork, swingarm and muffler.

Exclusive 40th Anniversary badging on the front face cowl, rear trunk lid and above the glovebox are topped off by an embossed passenger seat and anniversary keys.

The bike's standard features includes 150 litres of luggage capacity, Honda's SRS CS Auto 6-speaker 80W surround-sound system with SRS Headphones, sat nav, heated seats, handlebar and a foot-warming system.

The FB6 joined the Goldwing line up in 2013, and for the Goldwing's 40th anniversary year it has received electronic reverse gear and cruise control - with no increase in price from \$25,199 (+ORC).

For 2015, the FB6 also features a choice of Matt Bullet Silver and Atmosphere Blue Metallic colour options, as well as distinctive 40th Anniversary badging and key.

The newest member of the Goldwing family, the Valkyrie, comes to the party with a choice of Graphite Black or Candy Prominence Red paint schemes, a special 40th anniversary key and a \$20,199 (+ORC) price tag.

All three models are powered by the Goldwing's fuel-injected, horizontally opposed, flat sixcylinder 1832cc engine, which is renowned for its grunt and smoothness.

Funny KTM

Stand-up comedian Ross Noble has put the finishing touches to the second series of his popular Freewheeling TV show about to air in the UK. The new series features the 39-year-old Englishman touring Britain on a KTM 1290 Super Duke B. with destination instructions provided to him by his 550,000 twitter followers.

While Australian and New Zealand fans won't get to see the talented exponent of observation humour on their television sets. there's sure to be a number of UK-based web sites streaming the series. Noble has been an honorary antipodean since marrying his Australian girlfriend Fran. The pair initially lived on the outskirts of Melbourne until their home was destroyed in the 2009 Black Saturday bushfires.





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Split the difference

Yamaha's new fracture-split technology lets its new YZF-R1 rev higher and faster



THIS YEAR'S MOTORCYCLE industry buzzword is fractured-split technology. While the technology itself isn't new, it's back in the headlines because Yamaha technicians have perfected a system to fracture-split titanium. This has allowed the Japanese motorcycle manufacturer to produce cost effective titanium connecting rods for its new YZF-R1.

The term fractured-split technology may look awesome when you throw it into news copy, but how many punters actually know what it is, what it's used for and the benefits it delivers?

Fractured-splitting is the process allowing a solid object to be fractured into two or more pieces in a controlled fashion, similar to the way a tile cutter scores the surface of a tile and then applies pressure to create a fracture along the scored line.

Yamaha's new technology employs two engineering ideas which have been around for decades – the use of lightweight titanium for connecting rods and fracture-splitting. But it's a 21st century breakthrough which is allowing it to produce a perfectly mated connecting rod and end cap from titanium, saving substantial manufacturing costs in the process.

Like the stacked gearbox used on the original YZF-R1 in 1998, Yamaha's new facture-split titanium connecting rods could revolutionise superbike engine design.

Better than steel

Titanium rods offer the same strength and fatigue properties as high-strength steels, but with a massive weight saving courtesy of a density 40 percent less than steel. Lighter weight means reduced bearing loads and lower vibration. This allows higher rpm levels to be attained at a faster rate. The use of titanium can be traced back to the 1950s when engineers borrowed the technology from the aerospace industry and produced their own lightweight connecting rods. Honda also famously fitted titanium connecting rods to its world-beating RC30 Superbike. Connecting rods in most car engines are sinter-forged from powder, resulting in a material that is uniformly brittle all the way through. In a bike engine, these same parts are forged and hence much tougher.

Why fracture-split?

When a connecting rod and end cap are forged separately, the connecting surfaces need to match up perfectly. This requires the connecting faces to be machined flat. Doing this creates an issue with movement between the two surfaces - which is eliminated with either a serrated edge or dowel to hold the cap in place on the connecting rod. Machining or casting the connecting rod and cap in one piece and then facture-splitting them ensures a perfect match. The tiny irregularities which appear along the fracture lines lock the two parts together in the same way snapped plastic can be pushed back together by lining up the fracture points. Fracture-splitting offers a huge cost saving because the need to machine the connecting surfaces flat, and add a dowel to stop movement, is eliminated.

How do they do it?

Titanium also possesses a plastic quality which absorbs shock, making it almost impossible to fracture split. But Yamaha has perfected a system whereby a titanium blank is heated to a temperature which brings the metal to a point where fracturing is possible. While the connecting rod is forged from the blank, the titanium is cooled in a way that returns it to its super-strong state - except for the area where the cap is to be split from the rod. This area is then super-cooled with liquid nitrogen before a wedge is driven into the surface, fracturing the metal into two pieces. The resulting split leaves each surface with unique imperfections, making each cap and rod a perfect matching pair. This eliminates movement between the two surfaces when locked together.





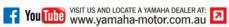
















<u>Headcheck</u>

The year was...

002014

Young-gun Spanish racing brothers Alex and older brother Marc Marquez dominate motorcycle racing in both the premier and Moto2 classes, seizing podiums everywhere. Marc's talent comes close to Doohan's while also outgunning multi-title winner Valentino Rossi, whom Marquez admired as a youngster. In 2014 Alex Marquez took the Moto2 title from Aussie Jack Miller by mere points.

How much?

Moto National releases its 3/4-length Revenge jacket that features 600 denier heavy-duty construction; great for winter comfort and protection. It claims to be 100% waterproof, breathable and fully loaded with body armour.



Era tech

Agricultural drones are being used to manage large farm lots and will soon do the work of men; capable of checking irrigation and thus improving water use, and managing pest control, the camera drones are a great return on investment

at approximately \$1000. Leading manufacturers include 3D Robotics, Yamaha and PrecisionHawk.



AMCN VOL 63 No 23 148 pages, \$7.95

On sale 29 May-11 Jun, 2014 Editor: Kellie Buckley

COVER

Youngy takes to the streets of Melbourne and Berlin for the release of the deconstructed-reconstructed muchtalked-about BMW R nine T, popping a wheelie to prove the retro boxer is all that and more. Cam talks Norton and the TT while Jack Miller shows some dash on the Moto3 track.



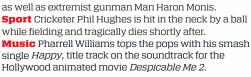
Steve Hewitt

"Would you buy a bike from someone who advertises it as: 'mad sticker kit, does the sickest wheelies ever'..."

Miller shows some dash on the Moto3 track.

Round the traps
News Australia suffers a home-grown terror attack
with the Sydney seige. It claims the lives of cafemanager Tori Johnson and customer Katrina Dawson,
as well as extremist gunman Man Haron Monis.

Sport Cricketer Phil Hughes is hit in the neck by a ball
while fielding and tragically dies shortly after.







be, but transparency is

integrity and customer

protection is paramount.





News VIC LANE FILTERING

The debate rages over legalising lane-filtering in Victoria with the Labor government using it as a draw card in the upcoming state elections. Changes for L-plate riders comes into effect requiring new riders to wear hi-vis protective clothing from October.

OLD VLAD LAWS

Up north, controversial VLAD laws polarise opinions and in an attempt to get motorcyclists on side, politicians begin a debate inviting road riders to discuss a host of issues around motorcycle road rules.



Bike Test

BMW R nine T

1170cc → Engine

81kW (claimed) → Power 119Nm (claimed)

Torque Gearbox Six-speed

Weight 222kg (wet, measured)

→ Fuelling

Beemer's R nine T claims to be the world's first production bike that can be disassembled and reassembled in a range of ways to suit the owner. It comes with a four-part frame that bolts together, giving you options to customise angles and even reposition lights and indicators. It's an innovative move by BMW as the first margue to encourage owners to fully customise and personalise their bikes.



Sport

Josh Brookes (Milwaukee Yamaha) continues to prove his riding talents by scoring a pair of podiums, Superbike (2nd) and Supersport (3rd), in his second appearance at the intimidating NW200. Along the way, he set a new outright lap record for the high-speed 14.3km Northern Ireland street circuit, his 4m 22.637sec lap just short of a 198km/h average.

Motorcycling Australia loses its grip on domestic road racing as a host of teams look to race in the rival Australasian Superbike series instead. The move followed MA's Australian Superbike championship losing its promoter and the series contracting to a mere two rounds.





"I wouldn't race the TT unless I was capable of winning."

Cam Donald

2014 World Championship standings after 18 of 18 rounds



125cc

Alex Marguez Marc Marquez

PICS OF THE ISSUE







- 1. Cam Donald heads to the Isle of Man for the TT on a custom-built Norton designed specifically for the circuit. The team behind Donald include two former TT winners, Steve Plater and Mick Grant.
- 2. Harley-Davidson's fastest street-legal road-racing VR1000 superbike. The 1994 machine cost a whopping US\$49,650+ORC but you were not permitted to ride it on any American road.
- 3. Valentino Rossi rides flat-track on his private course in Tavullia. The nine-times world champ brushes up on throttle practice, speed and tactical skills during the off-season using dirt bikes.









Yamaha's popular MT-09 uses three cylinders to get around. While the CP3 engine is new, the idea of a parallel triple has been used in a number of motorcycles, including the Kawasaki H2 Mach IV

Head to head



1998 Yamaha YZF-R1

This is where the R1 legend started – the 1998 YZF-R1. It was a totally new design from the ground-up. The new R1 was dreamt up with a target of taking Yamaha to the number one spot in the superbike market place. More power, less weight and smaller dimensions was the approach taken by the Japanese motorcycle manufacturer. The formula triggered a new wave of faired litre bikes, which are still pushing the boundaries of technology almost two decades later.

What's it got

The stacked gearbox design revealed on the 1998 YZF-R1 made for a light and compact unit and revolutionised superbike engines.

The first R1 featured a 998cc, DOHC, 20 valve (five valve per cylinder) engine. Four 40mm Mukuni carburettors offer a direct link between the right hand and power delivery.

Suspension is a fully adjustable 41mm USD fork with 135mm travel at the front and a fully adjustable monoshock at the rea with 130mm of travel. Braking is handled by twin 298mm floating discs with four-piston Sumitomo calipers up front and a single 245mm disc with a twinpiston caliper at the rear. No ABS available.

Geometry

Frame: Aluminium perimeter Deltabox II. Rake: 24°. Trail: 92mm. Length: 2035mm. Wheelbase: 1395mm. Seat height: 815mm. Weight: 192kg (wet). Wheels: Three-spoke cast alloy (17 x 3.5 front and 17 x 6.0 rear). Fuel Capacity: 18L.

Performance

Power 110kW (147hp) @ 10,000rpm Torque: 107Nm @ 8500rpm Compression ratio: 11.8:1. Bore & stroke: 74mm x 58mm. Top Speed: 277km/h

Price

Then \$16,990 Now \$4000 – \$6000

Why these two?

In 1997, AMCN's editor Ken Wootton attended the world launch of Yamaha's first YZF-R1, and promptly crashed. Almost 17 years later, AMCN's road test editor Paul Young attended the world launch of the 2015 R1 and stayed upright. The YZF-R1 has changed a lot in that time.

Did You Know?



Pre-YZF-R1, the YZF
ThunderAce was Yamaha's
flagship model. The engine
in the YZF-R1, which
replaced it, is 9.5kg lighter
and 81mm shorter front to
rear. The compactness has
been achieved by stacking
the transmission in a
triangular pattern

2015 YZF-R1M

For 2015, the Yamaha YZF-R1 has been thrust to the forefront of motorcycle technology. It now features state-of the art riding modes, lean angle sensitive traction control and the latest and greatest ABS. There's also two versions of the YZF-R1 available: the standard YZF-R1 and the MotoGP-inspired YZF-R1M. AMCN's bike guru Paul Young recently described the new model as the closest road-going version of a current MotoGP bike since the Ducati Desmosedici.

What's it got

The engine in the YZF-R1 and R1M is 33mm narrower than the model it's replacing. The four-cylinder, DOHC, four valve engine has the same 998cc displacement as the original R1. Despite the R1M being the up-spec version, there's no difference in performance figures between the 2015 R1 and the R1M. Suspension on the R1M is a 43mm Öhlins fork, with electronic compression and rebound adjustment and manual preload adjustment. Suspension travel for both front and rear is 120mm. It has twin 320mm discs and monobloc four-piston calipers up front and a 220mm disc with a two-piston caliper on the rear.

Geometry

Frame: Aluminium twin spar. Rake: 24°. Trail: 102mm. Length: 2055mm. Wheelbase: 1405mm. Seat height: 855mm. Weight: 200kg (wet). Wheels: 10-spoke, cast magnesium (17 x 3.5 front and 17 x 6.0 rear). Fuel capacity: 17L.

Performance

Power 147kW (197hp) @ 13,500rpm Torque 112.4Nm @ 11,500rpm Compression ratio: 13:1. Bore & stroke: 79mm x 50.9mm, Top Speed: 299km/h

Price

\$29,999 (+ORC)



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- Racing geometry

















he did what!?

Great explorer

WORDS PETER WHITAKER



First around the continent

With a bit of nouse, Arthur Grady became the first bloke to circumnavigate Australia in 1925

THE FACT ARTHUR Grady chose a motorcycle to circumnavigate Australia isn't surprising. It wasn't until the early 1920s sales of four wheelers surpassed their twohooped cousins.

Two years of service with the 51st Battalion provided him with a stoic maturity and Grady set about fettling his 2kW (2.75hp) Douglas horizontally opposed, longitudinal twin with military precision.

He set out from Fremantle, WA, in October 1924. Carrying 20 litres of fuel, six litres of oil and nine litres of water, the little Douglas tipped the scales at more than 220kg and luggage space was so limited, he carried his toothbrush in his pocket.

Initially there were bullock tracks to follow, but once above the Tropic of Capricorn all Grady could see was steep sand dunes, bulldust, rocky ridges

and washouts which he had to negotiate. He used cattle pads to guide him through the Spinifex, and aboriginal jackaroos to guide him.

Frequently his instructions were less than clear... 'follow the cattle pads due east to the lagoon, cross the river between the second water hole and the gorge, then follow the creek for a mile or so and you'll pick up on more cattle pads. Follow those fifteen mile and, at the top of the jump-up, make for the clump of trees on the plain.' It's easy to imagine the angst should the clump of trees fail to materialise.

Grady's personal journal demonstrates his remarkable aptitude in overcoming obstacles. 'On reaching a gorge I decided at once on a plan of action. First taking off the loaded carrier, I carried it over to the opposite bank. Next

I unbolted the engine and carried that over. Finally the frame and then the wheels were brought along and the whole machine reassembled on the other side, but not without breaking two radiating fins off the front cylinder.'

Soaked by the river crossing. Grady had an opportunity to dry out: 'As I rounded the hill a vast plain stretched before me and I saw thick volumes of smoke. Smoking logs had fallen across my path and the cattle pad was obliterated. Having noted the features of the landscape, I was independent of any tracks. I made my landmarks every time I left the pad and, when chance offered, cut to the pad again. In this manner I forced my way along, the smell of burning wood mingled with the fumes of heated petrol; the burnt ground radiating intolerable heat and

with tears blurring my vision.'

Along the way he was often forced to concoct his own lubricating oil; a mixture of six bottles of Castor oil, half a gallon of beef dripping and two pints of Windmill lubricant. And he was often powered by Kerosene, using only a thimble of petrol on the kickstart to get it running. And he often had to rely on a fire and rocks to hammer the sturdy little Douglas back into shape.

It was on March 1, 1925, that Arthur Grady arrived at Fremantle's Town Hall, the exact spot from which he'd departed five months and 14 days before - a feat that was hailed as, 'An achievement that speaks volumes for the pluck of this intrepid pathfinder, who will go down in posterity as the first man to encircle Australia on a mechanically propelled vehicle.' ■

He was often powered by Kerosene, using only a thimble of petrol on the kickstart to get it running



Old Bike Australasia



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5	Reduced Engine Noise:	New valve buckets, cam chain, primary drive.	26	New Radiator Cowls:	Improved atheistic and heat dispersion.
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7	Better Radiator:	Increased area, Secondary Air & New thermostat.	28	20mm Slimmer Radiator:	Better performing, better looking.
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9	Cruise Control:	48 - 160km/hr.	30	Lower Foot Rest Rubbers:	10mm lower for improved comfort.
10	3 Mode Traction Control:	ROAD, OFF ROAD, OFF	31	Handlebars:	0.7mm forward and 14.5mm upwards.
0	3 Mode ABS:	ROAD, OFF ROAD, OFF	32	Handlebars:	New metallic titanium finish.
12	4 Riding Maps:	ROAD, SPORT, RAIN, OFF ROAD	83	Silencer Heat Shield:	Restyled matte black with improved noise reduction.
13	Rider Mode:	Customizable Maps, ABS & TTC mode setup.	34	Frame:	High metallic titanium finish.
14	ABS Brake Pads:	New insulated front brake pads resist fade.	35	Engine Covers:	High quality metallic paint.
15	WP Upside Down Forks:	Hand adjustable rebound and compression damping.	36	Crank Cases:	New Matte finish
16	WP Monoshock:	Preload and rebound damping.	37	Seats:	New stitching and vinyl, tougher and more robust.
17	New Switch Cubes:	For improved access to in-dash content.	38	Chain Guard:	90mm longer.
18	Additional Power Socket:	For running extra power accessories.	39	New Chain Rubbing Strip:	Reduced chain noice.
19	Centre Stand As Standard:	Easy maintenance and flexible parking.	40	Forks:	New black forks.
20	Engine Protection Bars:	All the equipment you need for adventure.	41	Brakes:	New black brakes.
21	Grah Pails:	Black for a sleek darker finish	42	Side Stand Switch:	Panasitionad lass vulnarable





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Include your full name and address, via letter or email, and your shirt size. Long letters will be cut to fit, so keep 'em short and to the point. The views expressed in Access are not necessarily those of the editor.

Letter of the issue

Festival of fun

I cannot express enough how great it was to once again attend the Barry Sheene Festival of Speed at Sydney Motorsport Park. Hats off to the Post Classic Racing Association for the effort they put in to hold this event and make it so successful for the past 10 years. A big thank you also to the legions of volunteers and staff for their passion to their sport, which was evident everywhere.

You folks could teach a few other groups about how to hold an event. The program was packed with big fields in every race, quality racers and their machines and the most laid-back atmosphere you're going to find

anywhere. It's great to see so many real characters with no egos, and everyone smiling and accessible.

I stopped to chat to some of the competitors as they were moving around the pit area and not once did they seem like they were in a hurry to get away.

Each year they have a new special guest and to my great surprise they managed to get Freddie Spencer to attend.

I finally got to meet this guy after all these years and I've got to say the guy oozes charm and humility. He was signing autographs for most of the day on everything except babies' heads, and when he was doing demo laps showed that he certainly



hasn't lost his speed and smooth style. Legend!

Can't wait for next year, but it'll be tough to come up with a guest to beat Fast Freddie.

> Phil Hart Kariong, NSW

Good on you Phil for supporting such a great event. Relaxed humility seems to be a theme for classic racing around the country, or any classic motorcycle event, for that matter. Kel



"All-night burnouts until tyres explode, car rallies with tents as chicanes, flares, fireworks, engines without exhausts'

Happy campers

I'm sure there are thousands of people with campground stories. Mine happened in Europe in 1996. My wife (then girlfriend) and I spent six weeks driving around camping. We managed to include the 500cc round at Imola and the WSBK round at Assen. Imola was memorable for the all-night revving by the pit mechanics trying to fix and tune bikes. The campground itself was peaceful (Italians do have class). Assen was memorable for the antics described exactly like Andrew Owens described at the Island.

All-night burnouts until tyres explode, car rallies with tents as chicanes, flares, fireworks, engines without

exhausts on ute travs with iammed throttles until the inevitable. We had a ball, But, we were 20-ish. I would never do that now because I can afford lime in my beer and an ensuite. The moral of my story is camp if you're up for that kind of experience and have the maturity of a 20-year-old. If not, go VIP.

P.S. I really, really, really miss the smell of two-stroke racing oil.

> Mark Korsman Newcastle, NSW

VFR1000 request

I am writing as a long term Honda owner. I have owned a number V4 sports-tourers, the last one being a VFR800 VTEC, which I owned for

seven years. I was very much looking forward to the advent of the VFR1000, but it didn't happen. Instead we got the VFR1200. And I'm not that old yet that I need something that heavy (only 59-years-old as it happens). So I am asking Honda if there is any chance of a VFR1000?

I am still waiting, and I should add here a lot of other people also feel the same way.

> Peter Dunn Via email

Solo Tracer

You did your readers a considerable disservice with your Yamaha MT-09 Tracer review in the recent issue of AMCN. Allowing it to be ridden purely two-up and

reported on accordingly was a mistake, as every single dynamic of this mid-size capacity bike would have been compromised when comparing it to being ridden solo. Don't get me wrong, I think it's valuable to comment on pillion capabilities for almost any bike designed to take a back-seat rider, but in this instance you went too far.

I hope AMCN will be able to test ride the Tracer strictly one-up in the near future, for this bike will be of great interest to many, I'm sure.

Lawrence Watson Redland Bay, Qld

Blame Yamaha, Lawrence, cos the launch invitation was to journos and their significant others. We'll grab one later and do a solo test for you. Kel

Your say

Racing by numbers

I loved your article on the Amaroo and Oran Park tracks (Vol 64 No 16) - which brought back some great memories of fun days had at both tracks. I would like to join the campaign for larger clear racing numbers and here are my reasons: I have been lap-scoring (as part of a timing team) mainly road racing, but also dirt track and speedway for more than 22 vears and it has become more difficult finding and reading numbers on the bikes. Even though transmitters are now used, we do a manual back-up of all races and qualifying sessions. The reason we do a manual back-up is because if a transmitter is faulty or lost, we have a better chance of getting times for that rider. Old habits die hard.

Race officials in the control tower, flag marshals and announcers need to be able to read numbers for identification purposes for example in an incident, especially riders in team colours where everything is identical except the race number. These officials don't have a computer in front of them to check numbers.

Spectators also want to be able to identify riders, again, especially riders in team colours where everything is identical except the

race number. Numbers on ducktails cannot be seen at speed due to placement. Also there are cameras mounted on ducktails. You need to be above the bike to see their numbers. I realise advertising is important for sponsors, but advertising is unable to be read at speed.

Also, shiny number plates and numbers painted on permanently are hard to see. The licencing body is also issuing three digit numbers, which makes my job very hard when you can have up to 12 bikes with three digit numbers. On dirt track, three digit numbers are fine as the bikes are slower compared to road racing. Larger fields make it difficult to locate and read small numbers.

At Sydney Motorsport Park, some bikes will be travelling at over 250km/h. At Wakefield Park a concrete barrier makes it difficult just to see the bikes - so all the help we can get, the better.

We do not have cameras to zoom in on bikes (as on Tv) so that we can read numbers. Even on Tv it is sometimes difficult to identify bikes because of the fonts and colours used. I invite you to come along and join me as I try to find, read and write numbers from fast moving bikes at Sydney Motorsport Park on a sunny day.

But here's a solution to the problem: Use large clear numbers. No fancy fonts, get back to basic background colours and font colours that are in the MOMS (Manual of Motorcycle Sport). Scrutineers need to enforce these rules.

Numbers can be placed on the fairing in front of the rider's knee on a lot of late model bikes. I may be living in the past, but bring back the bread board.

> **Lesley Murray** via email

Hitting 300km/h

Doing 299km/h-plus at Eastern Creek on the new Yamaha YZF-R1!

The BMW HP4 was only good for 280km/h using same horsepower – so what's the go? Is the R1 geared down? Most likely, plus a dodgy speedo, combined with the only thing I didn't like about the bike terrible tacho.

Can't wait to see you guys test the R1 and S1000RR. Fireblades rule!

Gary Price via email

Thanks Gary, between the new Yamaha YZF-R1, the new S1000RR and the all-new Paniagle 1299, it's going to be one hell of an AUStest this year. It'll depend when the testbikes become available. At the moment, due to a late-arriving Ducati, it's looking like we

Pebblehead?!

Hmm... Police fining themselves you say? One of them named Pebblehead? To be heard in court on April first? Suspicious! Did I catch you out?

Adrian Welch Via email

Sure did, Adrian. Kel



can hold it early September with the results published very shortly after. I can't wait! Kel

April Fools' Day

Come on guys. You cannot be serious! The headline almost gave it away, but Sergeant Pebblehead? You should try harder next year! Still, it would have been fantastic if it had been true. Now I'm off to get ready for a weekend soaking up the fumes and sounds (hopefully plenty of two-stroke ones) of the Barry Sheene Festival of Speed.

"Can't wait to see you guys test the R1 and S1000RR. Fireblades rule!"



I bumped into Josh Evans and Sam at the Troy Bayliss Classic and Josh seemed really keen to try out a speedway bike. Maybe you could arrange for him to test one and then provide an article on what it's like, but please don't mention my name!

Steve Manning Hamilton, NSW

RACV ineffective

Dave Jones' response on motorcycle footpath parking completely misleads the readers. The Motorcycles in Melbourne Committee is a harmonious and highly effective group that has addressed all problems raised with it, addressed issues raised well before they emerged by bodies such as NAB, and if Mr Jones has a concern, why have I not seen it tabled at the Committee?

not, under any circumstances go to Mugello. It's basically a fireworks, flares, music and burnout festival with a bike race in the middle. You'd hate it. For the rest of us, get there as quick as you can!

James Leeson Charters Towers, Old

Letting rip

To the newest member of the beige brigade: Andrew Owens (Vol 64 No 17). I have three responses for you to choose from.

One: initial knee jerk. Dear Andrew, f*** off! Not a little f*** off back to Melbourne for latte, TV and rocket-propelled handjobs. No. Not a national f*** off, whereby you feel it acceptable to party if you're hanging with the psycho TT set or going to Sturgis to watch fat f***s on shiny chrome, but if it happens at home, you pee



"What the f*** are you doing spending \$1000 on a tent to take to Phillip- f***ing-Island that doesn't have a repair kit?"

It accepts concerns from all parties and addresses them promptly. RACV should at long last begin to take motorcycles and motorcycle riders seriously. I too am one, for the last 59 years, crashfree. I might add that the treatment of these and related issues has served to activate my previously tentative decision to discontinue my club membership as RACV demonstrably does not adequately represent or consult with its many members with interests and expertise in this area.

Professor Marcus Wigan Eaglemont , Vic

Mugello mayhem

To Andrew Owens (Access Vol 64 No17) – do not, I repeat, do

yourself. No. What I'm talking about for you, you car-loving filth, is to grab your sorry arse, haul it out past the Kuiper belt so that there's no chance of a comet dragging any of your worthless DNA back onto a goldilocks planet in the future, and have a nice big fat, intergalactic f*** off!

Response two: pity. Dear Andrew. I, as the current custodian of all that is awesome in the humanitarian field of helping people have fun, would like to welcome you to motorcycling. Just in case you thought we are all pissweak soulless entities like yourself currently, I am happy to announce that you too can be saved. It is not too late. It's never too late for salvation.

For a start. What the f***

Facebook

Post of the issue

Lane filtering approved Victoria's Roads and Safety Minister announces that lane filtering will become legal in Victoria by 1 September





Shared snaps

@daniel.shailer.9 has sent us a pic of what appears to be the lovechild of a minibike and Chewbacca



@john.regester sent this cherished photo of one of his old mates who recently passed away. Our condolences



Your sav

are you doing spending \$1000 on a tent to take to Phillipf***ing-Island that doesn't have a repair kit? Throw a rock in the air and someone would have given you duct tape, dickhead. If you are thirsty, I have beer.

If you are sad, I have burnouts, fireworks (which kids love by the way) and loud music to scare away your troubles, and if that's not enough, did you happen to see Sykes go round the outside on turn 12?!

How the f*** could you not have been with us, celebrating the godlike performances displayed at Turn One with the allenticing, four-abreast manoeuvres that had me bouncing out of my seat all weekend, or the let's-justchange-lanes-while-goingover-Lukey Heights, which I'm certain is grounds for admission into a mental ward. Why did you come?

The weather? The food? It obviously wasn't for the bikes, because, just in case you were wondering, there was a World Superbike round on at the same time. That's what all the fuss was about. Come say G'day

"Four-abreast manoeuvre that had me bouncing out of my seat all weekend"

at the Manbulance. We'll set you right again. You'll be all set for another 361 days of there being no WSBK.

Because we sure as hell don't want to see you get rained on, or cold, or woken up when the MotoGP boys get here in October, because if you thought I got excited in February, you should see what goes on at the GP!

If you're not sure why, try and have a look at what goes on at the racetrack. It will become clear then.

Response three: community service announcement. Dear Andrew. The general public

are advised that if they see the manbulance, the owner is a mad motorcycle enthusiast and likes to ride fast, drink fast and is generally an allround good guy who just likes everything to do with bikes. If you have an aversion to fun, burnouts and having a good time, then please, for the love of God, stay away.

The sound of your gentle sobbing may upset the rest of us trying to party and listen to Pink Floyd and stuff. This has been another community service announcement from your friendly, neighbourhood. Manbulance.

Giz a squiz

Rider Stephen Hood Bike 2004 Buell XB12S He says "Took me a solid 12 months to find this bike and shipped in over from NSW. Easily the most fun bike I've owned. My last bike was in this section of your mag (Vol 62 No 23) but I sold it to make room for this bike!"

Mods All carbon parts and translucent air box, diesel Moto tail lift and tail tidy, hidden rear caliper with Brembo master, handmade slip-on with front exit, rizoma bars and crg levers.

Send us your ride via email, to amcn@bauer-media.com.au or, if you're a carby and points kinda person, pop a piccy and relevant info in the post addressed to Readers Rides, 73 Atherton Road, Oakleigh, Vic, 3166.





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Ultimately, I would like to thank you for the no-suchthing as bad PR for the Manbulance. It is a s*** of a van and is often lent to people for trackdays, or to pick up a downed mate (or mate of a mate), or to just about anybody who wants to become a human being or get involved with motorcycling.

I know people have commented before about how I'm not worried about someone nicking off with it. Probably because it stands out a little. It sucks at hiding! I've since painted Manbulance in big red letters to make it easier to avoid/join in, as the

case may be. And I'm yet to meet a real motorcyclist, nay a human, who could harbor a single bad bone about my 1996 Hiace in the guise that is the embodiment of all things motorcycling as the Manbulance. Drop me a line. You know I make sense.

Twisting till it snaps.

Chris Fisher via email

Chris, you're entiltled to a right of reply, but please, Andrew has seen the error of his ways. We could have filled the magazine twice over with responses to poor old Andrew. I reckon he's aware that so-called dickheads rule in campgrounds. Kel

Final word

Brilliant bikes

Talk about spoilt for choice! Suddenly we have five affordable cuttingedge superbikes, all with a genuine 200 horsepower, clever electronics and the fat removed.

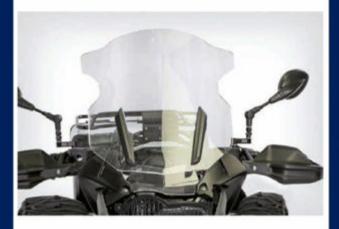
Paul Young's brilliant first test (Vol 64 No17) points to Yamaha being the pack leader – but will your trackday junkie pay 20-50 percent more than for a ZX-10R?

One thing is for sure, normal riders have never before had access to such superb race-bred engineering.

Bill Norman Duranbah, NSW



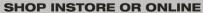
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quickspin



TEST ADAM BERRY PHOTOGRAPHY ANTOINETTE DAKOTA

Super light, super fun

Braaap Street Superlite 125 is perfect for urban commutes

THE BRAAAP STREET Superlite 125 is a great little short-trip commuter. It's light, nimble and efficient on fuel – sipping just 3.2l/100km. It'll sit on 60km/h no problem, carve up city congestion and despite its small-dimensions, it's rather roomy for your average-size adult. Now that the obvious is out of the way, what's it really capable of?

I took it for a ride to the You Yangs Regional Park, which I thought would be a nice little proving ground for the Street Superlite 125. My ride consisted of 40km of highway, followed by some country roads and then a mix of sealed and dirt roads snaking their way up a mountain.

The single-cylinder has a claimed top speed of 110km/h. So I set up my GPS to see what speed the bike could get to. Obviously the weight of the rider will play a factor. Fully kitted out, I weigh 85kg.

It didn't take long to shift through the four-speed gearbox as I merged onto the highway at 80km/h. Within another kilometre or so I hit the dollar and eventually got to a top speed of 109.4km/h. Surprisingly there's not a lot of vibration from the engine when it's under full load.

Riding into a strong headwind, my speed dropped to around 80-90km/h and it took a little while to get back up to the speed limit, but for short highway

commutes I think it does quite well for an air-cooled 125cc bike. Once on the back roads, the key to having fun is keeping the throttle pinned and just going with the flow. Climbing the sealed section of the mountain, pretending I was racing at Pikes Peak, the Street Superlite confidently hugged the side of the mountain with its 12-inch road tyres.

At one stage I flicked it too eagerly into a corner and the rear-end got a little vague – which can be attributed to the soft suspension.

Back at the base of the mountain there's a 12km scenic section of twisting, undulating dirt road – which was always going to be an adventure road tyres. But because the bike is so light and there's not a huge gallop of horsepower, losing traction was never scary. When worse comes to worst, you just put your foot down for extra stability.

The only unsettling part of the ride was the vibration which was brough on when riding over corrugated surfaces – which I suspect was due to the small wheels. If dirt is your thing I'd suggest upgrading to the 14-inch rims and fitting some decent dirt tyres.

Priced at \$2999, I don't think there's a much more versatile bike out there in its class. You certainly get a lot of bang for your bucks.

ENGINE

Configuration Single cylinder

Cylinder head SOHC, two valves

Capacity 125cc

Bore/stroke 52.4 x 55.5mm

Compression ratio 9.2:1

Cooling Air

Fueling 22mm Mikuni carburettor

Power 6.5kW

Torque Not given

TRANSMISSION

Type Four-speed

Clutch Wet

Final drive Chain

CHASSIS

Frame material Reinforced Chromoly

Frame layout Partial twin spar

Rake Not given

Trail Not given

SUSPENSION

Front: Upside down fork, non adjustable, 170mm travel

Rear: Monoshock, adjustable preload, 310mm travel

WHEELS/TYRES

Wheels Alloy, wire-spoked Front: 12 x 2.75 Rear: 12 x 3.0

Tyres Innova Meteor-F Front: 120/70-12 Rear: 120/70-12

BRAKES

Front: Single 220mm disc, twin-piston

caliper

Rear: Single 200mm disc, single niston caliner

DIMENSIONS

Weight 94kg (wet, measured)
Seat height 780mm

Max width 730mm

Max height 1280

Wheelbase 1180mm

Fuel capacity 7L

PERFORMANCE

Fuel consumption 3.2L/100kms

(measured)

Top speed 109.4km/h (measured)

CONTACT & SALE INFO

Testbike Braaap Australia

Contact www.braaapmotorcycles.com 1300 272 227

Colour options Pink, blue, yellow, black, white, green, red, orange Warranty Lifetime warranty (which

costs an extra \$250) for original owner, unlimited km

Price \$2999 (+0RC)



☑ Fun-factor

☑ Handling

☑ Fuel consumption



☒ Top speed

Hard seat

🗵 Dash lights hard to see



Priced at \$2999, I don't think there's a much more versatile bike out there in its class



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quickspin



TEST PAUL YOUNG PHOTOGRAPHY MITCH LEES

Bush dozer

Suzuki's RMX450Z is now road legal, and almost bush ready

IF I WERE to describe the Suzuki RMX450Z in one word it would be: solid. That's how it feels, and that's probably why in some strange way it reminds me of its predecessor, an old bush bashers' favourite, the DR-Z400E. Now, before I get a phone call from Suzuki telling me how modern and competition-focused the 450 is compared to the old 400cc trail bike, I know this, and it's obvious. Justs twist the throttle and there's no doubt this is a modern and powerful motocross-derived 450, with extra flywheel mass and less ignition advance for trail use.

But the fact remains - this thing feels solid. Not DR-Z400 solid like a big yellow tractor, but solid like a supercharged bulldozer.

For anyone scaling up from a 250 trailbike, it's going to be a big adjustment. But if you want to get away from 250cc bikes because you're tired of pinging off rocks and revving the rings out of it to go anywhere, the RMX450Z could be just what you're looking for.

It's the antithesis of the 250 experience, pushing Mother Nature out of the way, rather than saying excuse me please and politely floating over her.

The RMX's ergonomics feel natural and neutral, familiar even, and in no time at all I was completely comfortable with its manners and balance. My ride buddy for the day, Mitch from ADB magazine, felt the

same. And since he's a big strapping bloke compared to my economical proportions, this means Suzuki must have got this pretty right. When you're going to sit on a trail bike all day long, this stuff is important.

Which brings me to my only criticism. Sitting on the bike all day long will require an inordinate amount of fuel stops. Not because it's particularly thirsty, but because its gorgeous aluminium tank only holds 6.2 litres. This is hardly enough to explore the nether regions of the bush, so the first thing I'd do with the bike is fit a long-range tank.

IMS makes a 9.84-litre version, which should be adequate for all but the most ambitious of trail rides. Handguards are the only other essential addition to making the RMX450 trail ready, unless you have titanium knuckles and don't mind Mother Nature grabbing your front brake when you least expect it.

There are a lot of great ADR-compliant 450 enduro bikes out there these days, and some are far racier than others. The Suzuki is at the trailbike end of the enduro scale compared to the European 450s, and even Yamaha's WR450, and would make a brilliant all-day trailbike. But to fit this role fully, the big tank is an absolute necessity. Because it's on long trail rides where the RMX's excellent tractability, comfort, solidness and ability to just plough its way through the terrain really comes into its own.

This thing feels solid. Not solid like a big yellow tractor, but solid like a supercharged bulldozer

Configuration Single cylinder

Cylinder head DOHC, four valves per

Capacity 449cc

Bore/stroke 96 x 62.1mm

Compression ratio 11.6:1

Cooling Liquid

Fueling EFI

Power 35.5kW @ 8100rpm (claimed, derestricted)

Torque 43.4Nm @ 6600rpm (claimed, derestricted)

TRANSMISSION

Type Five speed

Clutch Wet

Final drive Chain

Frame material Aluminium

Frame layout Twin spar

Rake 28.1

Trail 122mm

SUSPENSION

Front: 47mm USD, adjustable rebound and compression, 310mm travel Rear: Monoshock, fully adjustable, 310mm travel

WHEELS/TYRES

Wheels Aluminium spoked Front: 21 x 1.6 Rear: 18 x 2.15

Tyres (as tested) Pirelli Front: Scorpion MX Mid Soft 80/100-21 (51M) Rear: Scorpion XC Mid Soft

120/100-18 (68M) BRAKES

Nissin

Front: Single 250mm disc,

two-piston caliner Rear: Single 240mm disc, single-piston caliper

DIMENSIONS

Weight 124kg (wet, claimed)

Seat height 955mm

Max width 830mm

Max height 1260mm

Wheelbase 1480mm

Fuel capacity 6.2L

PERFORMANCE

Fuel consumption Not given

Top speed Not given

CONTACT & SALE INFO

Testbike Suzuki Australia

Contact www.suzukimotorcycles.com.au (03) 9931 0500

Colour options Champion Yellow/

Solid Black

Warranty 6 months

Price \$12,490

Aus availability Now



PROS











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Ifinished the first session tired, just a little scared, and with arm pump from holding on too tight

t looks like it's doing 300km/h standing still a bit of attitude from a supercharged superbike. I like the fact it snarls back at

positions the Ram Air intake in the most efficient position - which gives the H2 an extra 7kW of punch and monster wheelies 1. Brakes on the H2 are identical to the H2R: huge Brembo radial items

MAIN: The upper cowl

with massive twin semifloating 330mm discs 2. You notice the weight on fast direction changes

and you can't bury the front into the apex as hard as you would on a full-blown racebike

3. Tachometer design uses an actual needle, but the black dial face looks blank until the engine speed increases. Backlit rpm numbers light up to chase the tacho needle as it moves around the dial

4. Kawasaki says the single-sided swingarm is used to increase ground clearance and our tester never touched down any part of the bike

the throttle in anger. In second gear the instant surge of power was vicious, with the front lifting immediately as the seemingly endless torque and power fired me at the horizon.

The traction control was working overtime as I tapped the quickshifter, found third gear and felt no tail-off in its brutal aggression.

It still surged when I threw it into fourth – and I wasn't even using full throttle yet.

My first lap was a combination of scrubbing-in the Bridgestone slicks, re-familiarising myself with the track, and trying to recalibrate my brain to calculate braking points for the H2's brutal speed between the corners. But with the last corner approaching it was time to experience the full potential of that supercharger.

The acceleration is so strong in third, fourth and fifth gear. Think ZX-14R and some. The massive kick of torque feels like you've just picked up a 320km/h tailwind. By the second lap I was already seeing an indicated 290km/h at the end of the 1km main straight, before shutting off and bathing in the sound of the supercharger unloading on the overrun. It's a unique experience.

First and second gear are almost too vicious. The first 10 percent of throttle has a real snap to it, after which there's a seemingly relentless surge of torque and power. Some will bemoan its low-down aggression in first and second gear, but I want

a bit of attitude from a supercharged superbike. I like the fact it snarls back at me and isn't effortless to ride. The original two-stroke 750 H2 which inspired this bike was an animal in the lower gears, too.

If the original had been easy and predictable it would have been long forgotten 40 years later, rather than a much-vaunted icon of its time.

The aggressive power pushes you to use a higher gear – such as taking the last corner in third instead of second and using third for the hairpin. It has so much power and torque to pull you from low down that being at the top of the rev range isn't necessary.

Even short-shifting between corners delivers incredible drive. This \$33,000 (+ORC) superbike is like nothing else you can buy, especially in third and fourth gear where you'd expect the brutality to wane a little – but it doesn't.

It'll eat every other roadbike for breakfast in these two gears. Never challenge an H2 rider to a roll-on shootout, unless you're on an H2R. I finished the first session tired, just a little scared, and with arm pump from holding on too tight. It's just what I wanted from a supercharged bike.

With more kays under your belt, you learn to get on the power more progressively, aware that you can't just whack the throttle open in second gear without some form of comeback. The more you get used to the speed, the more friendly the H2 feels. You soon realise you can lean on the excellent



traction control and let the clever electronics work out the available grip, and you start to dial in all that power with far more control.

You feel the chassis flex slightly, as the shock is compressed and the electronics do their thing, and it starts to become addictive. Get the bike buried into the turn, clip the apex, stand it up on the exit and hold on tight as the rear breaks traction by a few centimetres, in third, fourth and even fifth.

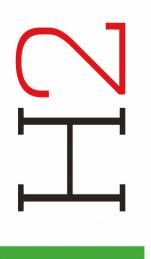
You may wonder whether the H2's 238kg weight makes it more ZX-14R than a supercharged ZX-10R? I guess a ZX-10R would lap faster than a H2, depending on the track, and the ZX-10R would stop and change direction faster thanks to being lighter. You could probably carry more corner speed, too. But the new H2 certainly isn't a ZX-14R.

By the last session I had really clicked with the H2. I was almost used to the power and trusted the electronic rider aids – both on the power and at the end of the long straight. It was still aggressive, but it's also predictable and consistent. The feedback gives you the confidence to keep pushing harder.

Summing up, the level of finish on the H2 is some of the highest I've ever seen on a production roadbike. Some won't like the aggressive power delivery in the first few gears, but perhaps those riders shouldn't be considering a \$33K sportsbike.

If you want to chase lap times get a ZX-10R, but if you want one of the most exciting roadbikes ever built, then get behind me in the queue.





The competition

BMW \$1000RR \$22,990 (+ORC)

The new S1000RR now comes with a staggering 148kW (199hp) of power, 130Nm of torque and is 4kg lighter than the 2014 model. There's a new frame, steering geometry, styling and even heated grips. It has new electronics, an extra riding mode, launch control and a pitlane speed limiter



Yamaha R1 \$23,499 (+ORC)

The 2015 R1 has 147kW (197hp) of power – which is less than the H2 – but it's lighter at 199kg (wet). It retains the 2009 machine's unique crossplane crank engine layout and sounds very distinctive. Electronics are the most advanced on any current superbike and features a six axis Inertial Measurement Unit – which gives the R1 leansensitive slide and traction control, ABS and linked brakes



Suzuki Hayabusa \$19,290 (+ORC)

The bike which set the benchmark back in 1998 as the fastest bike on the planet is still a worthy competitor in a straight line test of sheer power against Kawasaki's H2. Apart from the introduction of ABS and Brembo radial brakes, the Busa hasn't changed much since 2007. Nonetheless, 145kW (194hp) is strong, and at 155Nm, it has more torque then the H2





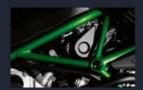
Supercharger

The engine has the same bore and stroke as the H2R. Think of it as a watered-down version of the H2R - rather than the other way round. The impeller speed is 9.2 times the crank speed - which means that at 14,000rpm the impeller shaft is spinning at almost 130,000rpm. After passing through the supercharger, air pressure is 2.4 times atmospheric pressure



Get a grip!

The traction control's mode one is the most track-focused, while level two is for track or fast road use and level three is for the road. Or you can turn off the traction control entirely. There's also a rain mode which limits the power to 50 percent and adds more traction control. There's three different launch controls, a quickshifter and engine brake assist which can be deactivated



Frame

The trellis frame is not only a work of art, but helps with engine cooling. The extreme power creates a lot of heat and the trellis frame allows greater dissipation than a conventional beam frame. Kawasaki also wanted a little flex for high-speed stability and power transfer, which the trellis design allows. The single-sided swingarm bolts directly onto the back of the engine



Brakes

Kawasaki has chosen huge Brembo radial mounted calipers to achieve the H2's impressive stopping power. I was worried they may start to fade - repeatedly stopping 238kg from 305km/h – but they remained impressive. The twin 330mm front discs are 5.5mm wide and have grooves running down the centre. This helps heat dissipation



Ergonomics

The riding position is similar to a superbike, but not as aggressive. A solo seat is the only option, so no provision at all for pillions. The seat unit effectively forms a bucket for the rider to sit in. offering greater support at high speeds and during rapid acceleration. The hip support pods that flank the rear of the seat unit can be adjusted fore and aft by 15mm to ensure a snug fit

At 14,000rpm the impeller shaft is spinning at almost 130,000rpm

Check
At 15 hours it needs a service and tolerance check, at 30 hours: a full service





Ninja H2



Configuration In-line four-cylinder

Cylinder head DOHC,

four valves per cylinder

Capacity 998cc

Bore/stroke 76 x 55mm

Compression ratio 8.5:1

Cooling Liquid

Fueling EFI, 4 x 50mm

throttle bodies

Power 147.2kW @ 11,000rpm (claimed) Torque 133.5Nm @ 10,500rpm

(claimed)

TRANSMISSION

Type Six-speed

Clutch Wet

Final drive Chain

Frame material High-tensile steel

Frame layout Trellis

Rake 24.5°

Trail 103mm

Front: 43mm USD, adjustable rebound, compression and preload, 120mm travel Rear: Monoshock, adjustable

compression, rebound and preload, 135mm travel

WHEELS/TYRES

Wheels Five-spoke, cast aluminium

Front: 17 x 3.5 Rear: 17 x 6.0

Tyres Bridgestone Battlax Racing Street Front: 120/70ZR17 (58W) Rear: 200/55ZR17 (78W)

BRAKES

Front: Twin 330mm discs, four-piston radial calipers

Rear: Single 250mm disc,

two-piston caliper

DIMENSIONS

Weight 238kg (wet, claimed)

Seat height 825mm

Max width 770mm

Max height 1125mm

Wheelbase 1455mm

Fuel capacity 17L

PERFORMANCE

Fuel consumption Not given

Top speed Over 320km/h

CONTACT & SALE INFO

Testbike Kawasaki

Contact www.kawasaki.com.au

(02) 9684 2585

Colour options Mirror coated black Warranty 24 months, unlimited km

Price \$33,000 (+0RC) Aus availability Now



"It's the H2 with a ZX-6R's power bolted on top"

It's simple: The H2R is the fastest, maddest, most powerful production bike. **Ever!**

AFTER THREE HARD sessions on Kawasaki's road-going H2 my shoulders and arms feel like they've been filled with lead. My brain is still downloading apexes, corners and speeds, and my face has a crazed smile frozen across it. Blisters are already starting to appear on my hands from holding on in the scorching heat.

The Ninja H2 has been an unforgettable experience, but that was only the warm-up act. Now it's time for the main event. I almost can't believe it, but Kawasaki is about to let me loose on its 243kW (326bhp) H2R on an empty MotoGP track.

The excitement has been building for days. I couldn't sleep on the plane, anticipation spiking my brain with adrenaline. I can't remember the last time I rode bike that was such an unknown

quantity. Yes, current superbikes are fast, but you still know what to expect. The H2R is something else, it's packing 90kW (120bhp) more than an S1000RR. It's the H2 with a ZX-6R's power bolted on top.

My nerves aren't being helped by the H2R staring at me. It's not what you'd call a friendly looking animal, one that wants to sit at your feet in front of an open fire. No, this is a purebred pit-bull, and no-one's even prodded it yet.

Ear muffs are being handed out to everyone in pit lane; I'm told it's louder than a MotoGP bike. The first of the line fires up, and the Losail pit garages start to resonate, my ribcage buzzing in sympathy as a Kawasaki technician blips the throttle, warming it for battle. Then bike number two fires up, followed by a third and fourth.

It's deafening. I throw a leg over the carbon stealth bomber and give the throttle a few blips. It already feels so much more insane than its road-going sibling. I'm given the nod and trundle down pit lane, knowing I'm about to etch new memories into my brain. I tap the quickshifter for second and the exhaust snarls a disapproving backfire. As I join the track the needle is showing only 6000rpm, but it feels so quick already, at less than 50 percent throttle. I snick third and start to massage some heat into the new Bridgestone slicks. I'm the first person outside Kawasaki to ride the H2R, I don't want to be the first to throw one of their \$60,000 babies down the tarmac.

I can already feel the differences between the H2R and the H2. The R feels

Continued on page 46





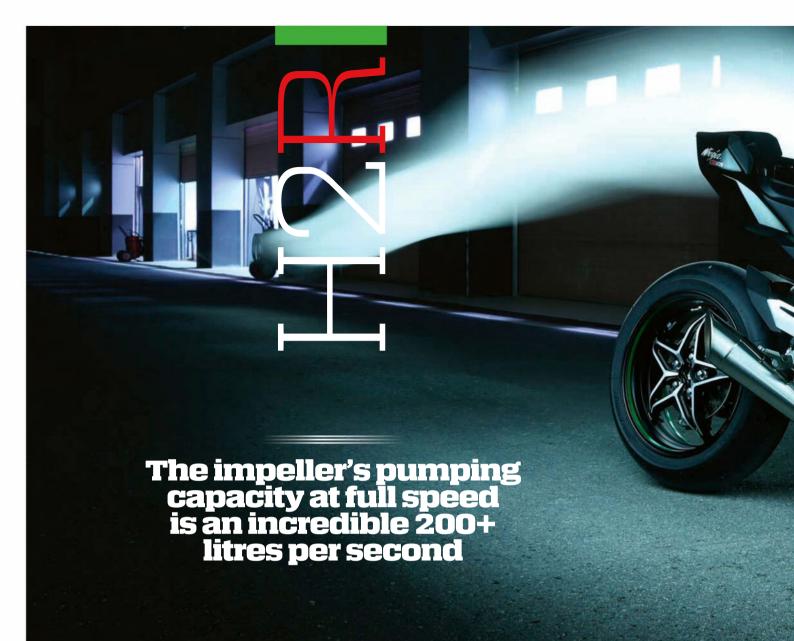
MAIN: In place of mirrors, the Ninja H2R features wings mounted on the upper cowl. Designed by Kawasaki's Aerospace Company, they feature winglets to help smooth airflow near the wingtip **1.** The star-pattern fivespoke wheels come with Bridgestone Racing Battlax VO1 slick tyres 2. Partly formed by hydroforming, each header pipe tapers from an ovular to a round cross-section. Entrance to the header pipes is ovular to match the dual exhaust ports per cylinder

3. The supercharged engine was designed to be able to handle double the stress levels placed on a naturally aspirated litre-class engine



Shiny
The paint is applied by hand – not robots





Smart thinkin'

Kawasaki chose the most efficient of all blowers: a centrifugal supercharger. Its impeller rotates at a phenomenal speed to shove air into a plenum chamber or airbox to you and me – where all that velocity is converted into pressure. The importance of high efficiency is that power-robbing heat gain is minimal meaning the bike can be run without the need for a bulky intercooler, saving weight and space.



Impeller

Machined from a single forged block of aluminium using fiveaxis CNC machining, the 69mm impeller has six blades at its tip and 12 blades at its base, all with grooves etched into the blade surfaces to help direct the airflow. The impeller's pumping capacity at full speed is an incredible 200+ litres per second, with intake air reaching speeds of up to $100 \, \text{m/s}$



Airbox

The aluminium airbox has a six-litre capacity, and the pressure inside will increase to as much as 2.4 times atmospheric pressure, which is why it's not the usual plastic construction. All that pressure has to go somewhere, which is why you can hear the H2 squeaking during gearshits, or as the throttle is closed. This is the airbox pressure relief valve venting



Planetary gear

The supercharger is driven by a planetary gear train, which runs off the crankshaft, resulting in a very compact unit, with minimal power loss. The gear train increases the impeller speed to 9.2 times the crank speed. The supercharger is located centrally, behind the cylinder bank, which is the best position to efficiently provide compressed air to all four cylinders evenly



No intercooler

The naysayers, mainly other motorcycle manufacturers, claimed Kawasaki had dropped the ball by omitting an intercooler. It'll never work they said. Well, it does. The supercharger, using technology from Kawasaki's Aerospace Company, is heat efficient, while the watercooled oil cooler, large coolant passageways and the lack of lower fairings means it dumps heat fast



Transmission

To facilitate smooth, fast shifting, the H2 uses a dog-ring type transmission, developed with feedback from the Kawasaki Racing Team. Unlike a standard gearbox - in which shift forks slide the gears into position - with a dog-ring transmission the gears all stay in place, and the dog rings slide into position to engage the desired gear. So it's a lighter, smoother, and stronger gearbox

Injector nets

See those mesh intake covers? The top injectors spray fuel onto these stainless steel nets to create a more uniform fuel/air mixture as the fuel is sucked into the intake funnel. It also promotes fuel misting, which helps to cool the intake air and increases filling efficiency. The ECU controlled butterflies moderate the volume of fuel/air delivered into the combustion chamber



Head work

The combustion chamber employs a flat piston crown to help prevent engine knock. The intake valves are stainless steel, but the exhaust valves needed to be able to handle the supercharged engine's hightemperature exhaust gases: so they feature an inconel head, frictonwelded to a steel stem. The pistons are cast, offering optimal heat management properties

Gas flow

The intake ports are polished to ensure smooth flow and minimise resistance, while the exhaust ports are straight, and don't converge in the cylinder head, promoting faster gas flow. High-lift cams allow fast gas exchange, while a wide overlap means intake air is used to help purge exhaust gases. A water jacket between the exhaust ports aids cooling

specs

Ninja H2R



Configuration In-line four-cylinder

Cylinder head DOHC,

four valves per cylinder

Capacity 998cc

Bore/stroke 76 x 55mm

Compression ratio 8.5:1

Cooling Liquid

Fueling EFI, 4 x 50mm

throttle bodies

Power 228kW @ 14,000rpm (claimed)

Torque 165Nm @ 12,500rpm (claimed)

TRANSMISSION

Type Six-speed

Clutch Wet

Final drive Chain

Frame material High-tensile steel

Frame layout Trellis

Rake 25.1

Trail 108mm

SUSPENSION

Front: 43mm USD, adjustable rebound, compression and preload, 120mm

Rear: Monoshock, adjustable compression, rebound and preload, 135mm travel

WHEELS/TYRES

Wheels Five-spoke, cast aluminium Front: 17 x 3.5 Rear: 17 x 6.0

Tyres Bridgestone Racing Battlax V01 Front: 120/600R17 (soft) Rear: 190/650R17 (med)

BRAKES

Brembo

Front: Twin 330mm discs, four-piston radial calipers Rear: Single 250mm disc, two-piston caliper

DIMENSIONS

Weight 216kg (wet, claimed)

Seat height 830mm

Max width 770mm

Max height 1160mm Wheelbase 1450mm

Fuel capacity 17L

PERFORMANCE

Fuel consumption Not given

Top speed Over 360km/h

CONTACT & SALE INFO

Testbike Kawasaki

Contact www.kawasaki.com.au (02) 9684 2585

Colour options Mirror coated black / real carbon

Warranty Not applicable (track bike) Price \$60,000 (+ Pre Delivery Inspection costs)

Aus availability Early April, 2015

Surprisingly there isn' a huge amount of difference between the two bikes: both have the same bore and stroke, pistons and valves, even the same supercharger. The intake and exhaust systems are different, as are the ECUs, the complete wiring loom, camshafts, vires, head gasket, clutch, acerdynamic wings and carbon-fibre bodywork. The H2R is also 22kg lighter than the H2 The noise, the speed, the power. It was insane and sublime in equal measure

Continued from page 42

like a completely different bike; it's lighter, turns easier, holds a line better. Suspension is the same, but it's dealing with less mass, and the settings are more suited to the track. As I reach the end of the first lap I know I can't use the slicks as an excuse anymore – it's time to see what it's got.

I hit the apex with good lean in third gear, push the bike upright and dial in the power. Oh my god its quick. The front hovers about a foot in the air and in a blink of an eye third gear is done. Keep the throttle pinned, click fourth and as I climb forward over the fuel tank to reacquaint the front wheel with the track. Fifth, still on full throttle, the gauge on the dash showing full boost. The supercharger is now spinning at something like 130,000rpm, cramming air into the aluminium airbox. I look across at the pit wall and can see blurred smudges that must be people hanging over the wall to witness me fly past. Into sixth, and it's still pulling so hard. The Qatar straight is one kilometre long and it's already over. I glimpse the digital speedo blitz past 310km/h, and climbing, but I need to focus on my braking point.

As I squeeze the brakes and pop out of the bubble, my brain chants 'please work, rescue me from this madness.' It turns out I could have braked later, as I peel into turn one trailing the brakes slightly, knee brushing the inside kerb.

I'm hollering with excitement inside my lid on



MAIN: Two blade wings on the side cowls add to the downforce generated by the chin spoiler and upper wings 1. Special permission was obtained to use the River Mark logo. Usually, its use on a product is reserved for models of historical significance

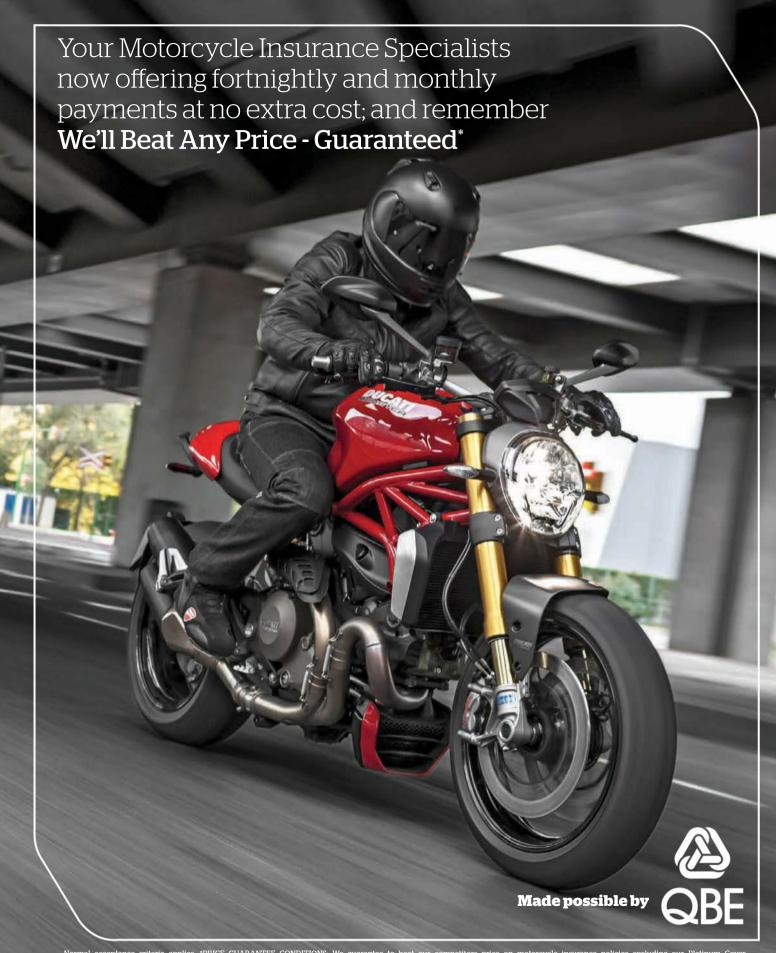


the next run down the straight, pushing my braking marker a further, increasing my speed a little more. There's loads of run-off and I'm willing to take the risk. Each time, the brakes pull me back with no fade – so impressive. On the R you can turn off the ABS, but I've left it on. Call me chicken, I don't care.

The flag comes out all too early, and I trundle down pit lane feeling like I'm on the verge of bursting. I want to call everyone I know and tell them what I've just experienced. This will sound crazy, but in many ways the H2R is actually easier to ride than the roadbike. The chassis is more stable and it's noticeably lighter. You can carry more corner speed and lean angle, too. By midway through the second session I'm elbow down and loving it.

Kawasaki wisely gave me time to reflect on what I'd just experienced while the sun set over the desert. Then it was time to experience the H2R at night – and that 20-minute session was as good as any ride I've had on any bike. I felt like a GP rider; the noise, the speed, the power. It was insane and sublime in equal measure.

Some will say the power is too much, too fast, too expensive, too vicious, and yes – it's all those things. But who cares? Thank you Kawasaki for being so brave – you promised it would be epic and you delivered. It's the fastest, most powerful production bike ever built, and it works. Beautifully.



Normal acceptance criteria applies. *PRICE GUARANTEE CONDITIONS: We guarantee to beat our competitors price on motorcycle insurance policies excluding our Platinum Cover. The guarantee also applies to existing QBE motorcycle insurance policies that are on renewal. Price guarantee is based on our standard price compared to competitors for policies with a comparable list of insured events. Offer valid for the first 12 months of insurance, after this premium will be charged at the competitive QBE standard rate. We only guarantee to beat the price of APRA authorised insurers who hold an ASFL issued by ASIC. Guarantee does not apply to any free offers of insurance. Insurance is issued by QBE (Australia) Limited ABN 78 003 191 035. To decide if a policy is right for you please carefully read the Product Disclosure Statement which is available at www.qbe.com.au or by phoning us on 1800 24 34 64.



reasons why your bike is better than Marc's

These 10 roadbikes have technology specifically outlawed in the MotoGP rulebook. We look at what it is, how it works and **why it's banned**

■ TEXT MARTIN FITZ-GIBBONS ■ PHOTOGRAPHY AMCN ARCHIVES

anufacturers often say the reason they go racing is to develop new technology for their roadbikes. But in some ways roadbikes are already far more advanced. Strict technical limitations written into the MotoGP rulebook, designed to cap the cost of competing, can make these premierclass prototypes appear several steps behind what's already available to all of us. Obviously there are plenty of roadbikes that don't conform

to MotoGP's rules. Every one of them, in fact, given the class has an outright ban on using chassis parts from road-homologated machines. There are obvious, trivial elements too – such as engine capacity, number of cylinders, fuel tank volume, wheel size and minimum weight, all of which are also ignored here as they're simply a specification, rather than a specific technology. But look deeper and there are still plenty of areas where roadbikes of all shapes, sizes and prices can outshine priceless Grand Prix wonders.





KTM 125 Duke

THE TECHNOLOGY ANTI-LOCK BRAKES

ANTI-LOCK BRAKES were first fitted to bikes by BMW back in in 1988. Today the technology is so compact, light and sophisticated it can be fitted to any machine – as proven when KTM's Duke became the first 125 with an ABS system.

These days, most roadbikes have an ABS option and by January 2016 it'll be compulsory on all new models over 125cc in Europe (no word yet about imposing a similar rule in Oz). ABS has never been used in MotoGP, and is now strictly prohibited. It's doubtful whether it would be of any use in the dry, but given the number of sudden front-end crashes when conditions turn wet, you can't help think it might have some merit.

SEE ALSO Most new roadbikes.

THE MOTOGP RULEBOOK SAYS

(2.4.4.3 5) Anti-lock Brake Systems (ABS) are not permitted. Braking inputs must be powered and controlled solely by the rider's manual inputs.



Yamaha YZF-R1M

THE TECHNOLOGY

Contrary to common belief, MotoGP bikes don't know where they are on track by referring to a GPS unit. Instead, since 2010 the GPS sensors on the bikes have only benefitted TV viewers at home.

Yamaha's new YZF-R1M, however, has a new Communication Control Unit (CCU): a high-tech datalogger which incorporates GPS tracking. The CCU also allows for wireless communication to a tablet through an app, letting owners download the data and alter engine modes and electronic aids remotely from their smartphones.

SEE ALSO Ducati's 1299 Panigale has DDA+ GPS, a similar datalogging system. Honda's current Goldwing also has an integrated sat nav – featuring a GPS unit.

THE MOTOGP RULEBOOK SAYS

(2.4.3.5 1) In the MotoGP class, satellite Global Positioning Systems (GPS and similar) are not permitted, except those GPS units supplied by the Organisers and used for their media and promotional purposes. No GPS or similar system may be connected (wired or wireless) to any part of the machine, other than as directed by the Organiser. Specifically it is prohibited to control any aspect of engine or motorcycle performance using the GPS signal.

THE TECHNOLOGY ELECTRONIC SUSPENSION

EVOLVING AND SPREADING at such a rate it's hard to keep up, electronic suspension systems are now on a huge range of roadbikes. At first it was simply a digital screwdriver – push a button and motors adjust the unit's damping to one of several fixed presets without you having to get the toolkit out. Today the most advanced systems are semi-active, constantly changing the damping in real time as you ride to find the best ride quality. The Aprilia Caponord's system takes this a step further, being able to automatically adjust the shock's preload to suit the weight on the bike.

SEE ALSO BMW, Ducati, KTM, Triumph and Yamaha are just some of the marques offering bikes with electronic suspension. Electronic steering damper systems are fitted to many sportsbikes – including the Honda Fireblade and CBR600RR, Kawasaki ZX-10R and Suzuki GSX-R1000.

THE MOTOGP RULEBOOK SAYS

(2.4.4.4) Electric/electronic controlled suspension, ride height and steering damper systems are not allowed. Adjustments to the suspension and steering damper systems may only be made by manual human inputs and mechanical/hydraulic adjusters.





THE TECHNOLOGY VARIABLE VALVE TIMING

MOTOGP ENGINES ARE required to use fixed valve timing. However, the 2015 Ducati Multistrada can adjust the phasing of both its inlet and exhaust cams, enabling it to adjust the length of its valve overlap (the time spent with both valves open). This lets it change between a short overlap – giving smooth running and low emissions at low revs – and a long overlap: creating more power at high revs.

With power a priority and emissions of little concern on track, the technology is possibly less of an issue in MotoGP, though it has been specifically banned since 2010.

SEE ALSO Kawasaki 1400GTR. The VTEC system on Honda's VFR800 and Crossrunner doesn't change either valve timing or valve lift, so it's not covered by this rule.

THE MOTOGP RULEBOOK SAYS

(2.4.3.82) Variable valve timing and variable valve lift systems, driven by hydraulic and/or electric/electronic systems are not permitted.

Kawasaki H2

THE TECHNOLOGY FORCED INDUCTION

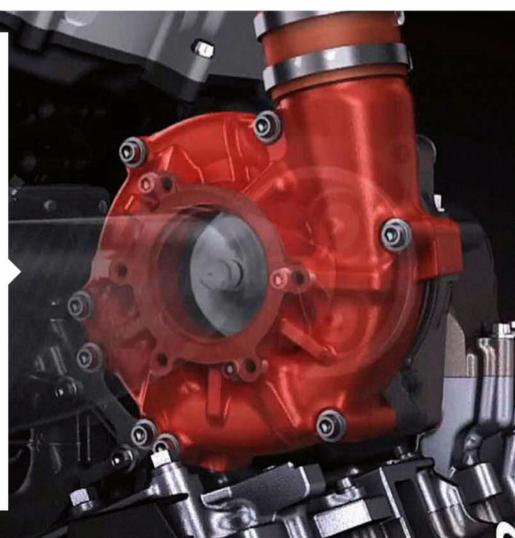
RATHER THAN LETTING the piston's downward motion draw in the air/fuel mix, forced induction physically shoves the charge into the engine.

This effectively makes the engine larger than it really is, allowing it to make far more power and torque than a naturally aspirated engine of the same capacity. In the case of Kawasaki's road-going H2, maximum torque is nearly 20 percent greater than a ZX-10R, though power is capped at 149kW (200hp) due to a gentleman's agreement. Forced induction has been banned in motorcycle racing since 1946, predating even the first grand prix world championship race. And, in fairness, the current GP bikes are hardly underpowered...

SEE ALSO Kawasaki's non-roadlegal H2R.

THE MOTOGP RULEBOOK SAYS

(2.4.3.12) Engines must be normally aspirated.





EBR 1190RX

THE TECHNOLOGY LARGE-DIAMETER BRAKE DISCS

FORGET WHETHER THE material is carbon or steel – it's the size that matters here. In MotoGP front brake disc diameter is capped at 340mm. However, EBR's new roadbikes feature a single rim-mounted brake disc which is 386mm in diameter.

Designer Erik Buell's love of the design goes back more than a decade – to the XB9 Firebolt and Lightning, which used a 375mm disc. In theory this can be lighter than a twin-disc setup, reducing crucial unsprung weight at the front wheel.

SEE ALSO Everyone else seems happy with sticking to sub-340mm discs.

THE MOTOGP RULEBOOK SAYS

(2.4.4.3 2) In the MotoGP class, carbon brake discs must be one of the permitted sizes for outside diameter, that is: 320mm and 340mm.

Ariel Ace

THE TECHNOLOGY CARBON-FIBRE WHEELS

EVERY ARIEL ACE is hand-built to a customer's individual tastes. You can even specify your Ace to come fitted with a set of BST carbon-fibre wheels.

These sexy wheels are lighter than metal ones, reducing the gyroscopic effect and making a bike faster steering, as well as quicker to accelerate and stop.

However, they're considerably more expensive, too. With race teams requiring multiple sets of wheels, the costs quickly escalate. While carbon wheels were used in MotoGP for years, they were banned prior to the 2013 season.

SEE ALSO BST carbon-fibre wheels are an option on Norton's Commando 961s.

THE MOTOGP RULEBOOK SAYS

(2.4.4.8 2) In all classes, composite construction wheels (including carbon-fibre reinforced, glass fibre reinforced, and similar) are not permitted. The permitted materials for wheel construction are magnesium and aluminium alloys.





At Maurice Blackburn, we know riders are particluarly vulnerable on our roads. That's why we work with motorcycle associations across Australia to promote awareness of rider rights. So if something's happened on the road that's affected your life, no matter whose fault, give us a call. We've helped thousands of riders with their insurance claims. And we'll fight to get you everything you're entitled to. Because we believe you're worth fighting for.

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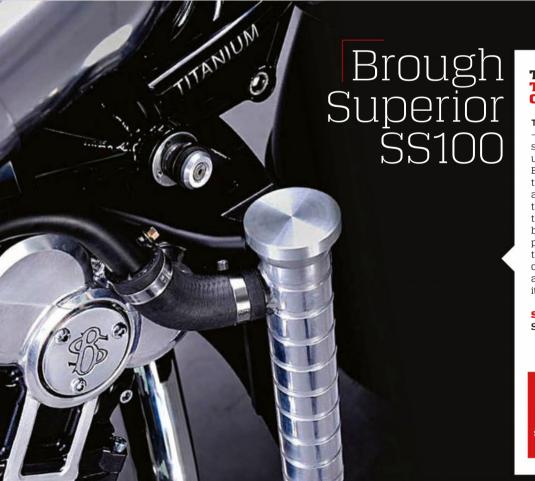


TWO-STROKE ROADBIKES aren't quite dead yet, though some say their last rites are being read. However, for now, you can still buy a KTM Freeride 250R, which has a light, compact, carbfed two-stroke single, and can be made roadlegal. Two-stroke engines dominated premierclass grand prix racing from the mid-1970s until the 2002 season, when more commercial fourstrokes took over. While 500cc two-strokes were still legal until 2007, their vast capacity handicap meant they were never raced after 2003. But on an equal-capacity footing, a two-stroke's greater power density and simpler design still makes it a force to be reckoned with.

SEE ALSO Jawa 350. Otherwise, two-strokes are mostly limited to a handful of mopeds and competition off-roaders.







TITANIUM CHASSIS

TITANIUM ISN'T OUTLAWED in MotoGP - it's commonly used in exhausts and some engine internals - but it can't be used in the chassis. The exotic new Brough Superior SS100, however, uses titanium both in its structural subframe, and also for the triangular links in the girder front forks. Interestingly, the Superior also uses ceramic front brake discs - another material choice prohibited under MotoGP rules. Both these limitations are in place to stop the costs spiralling out of control - and with a new SS100 costing around \$100,000, it's easy to see why.

SEE ALSO NCR M4, Ecosse Titanium Series RR (if you can find them).

THE MOTOGP RULEBOOK SAYS

(2.6.3.10 1) The use of titanium in the construction of the frame. the front forks, the handlebars, the swinging arm spindles, and the wheel spindles is forbidden.





Rempit scourge. Even Prime Minister Najib Abdul Razak complains of being woken in the middle of the night by Mat Rempit gathering in Kuala Lumpur. Fun is the big thing and it's mostly young men doing crazy things because that's what they like to do.

And just as some British street racers went on to become national roadrace champions (the legendary Dave Croxford, to name but one) so too do some Mat Rempit.

Malaysian Moto3 star Zulfahmi Khairuddin is just one of the region's top racers who started out racing his mates on the streets.

All it takes is a few phones calls, a few texts and the night-time plot is laid. The Mat Rempit gather at cafes on the outskirts of Kuala Lumpur, eat and drink and then leave the city behind to gather in deserted motorway rest areas. At first, five arrive, then 20, then 30, then 50... Most of the bikes are home-tuned two-strokes. There's a few 150cc sportsbikes, but the majority are pimped-up underbones, the Asian nickname for scooters that carry their engines under the frame bone.

BELOW: Boys being boys, it doesn't take long until someone starts showing off



There's even a few ancient Honda C90s with topboxes. Everyone is welcome. There's no rich-kid posing here – it's not what you ride, it's how you ride it. None of them are even wearing gloves or boots – just big, cheerful smiles.

They sit down to rest in the sticky night air, light cigarettes and regale each other with tales of their latest adventures. Then it happens – someone jumps on his scooter and starts pulling wheelies, displaying serious balance and control. Others follow, pulling all kinds of stunts. These kids know what they're doing. Pretty soon everyone is having a good time. It's just like any biker gathering where the enthusiasts have escaped everyday society to do what they love. And there's all kinds of people here: mostly teenagers and 20-somethings. Many guys and a few girls. One bloke we speak to works in a supermarket, another is an engineer.

But now there's another rendezvous to be met. Further up the motorway, heading north from Kuala Lumpur, there's another 40 or 50 riders waiting. A big gathering is planned. Some of the riders turn up just for a chat.





Someone jumps on his scooter and starts pulling wheelies, displaying serious balance and control





How to make an underbone fly

ASIA'S BOOMING UNDERBONE racing scene is reminiscent of the very early days of US Superbike racing – bike builders using ingenuity and creativity to make a machine do something it wasn't designed to do. Just as BMW's R90S was designed to take riders on jolly jaunts across the countryside, Honda's Wave Dash underbone was designed to go shopping on.

Neither were engineered to be raced, and yet the BMW ended up winning the first Daytona Superbike race in 1976 and the Wave Dash rules Malaysia's Cub Prix series.

All across Malaysia, backstreet tuning shops are hard at work, transforming workaday underbones into full-on racing weapons. Soong Chee Keong is one the main men in the business. A former top underbone racer, he now spends his time coaxing unfeasible performance from Honda's Wave Dash in his SCK racing workshop on the outskirts of Kuala Lumpur. His Honda machines have achieved huge successes in Cub Prix.

A standard Wave Dash is a cute little 130cc runabout (also available in Repsol MotoGP colours, of course), making 5kW (8hp) at 7500rpm. By the time Soong has finished doing his thing, the Wave Dash has a devil of an engine, screaming out 16kW (22hp) at 14,000rpm in the SCK dyno room, soundproofed from floor to ceiling with empty egg boxes.

On the track that means 177km/h flat-out – quite a scary thing on skinny scooter tyres.

Very little in the engine is left untouched. The cylinder head is lovingly hand ported, camshafts are ground in-house, larger inlet and exhaust valves are fitted, the automatic gearbox is replaced by a four-speed unit with clutch, a 28mm flat-slide carburettor replaces the tiny standard carb, an adjustable CDI is fitted and, of course, a booming race pipe. Soong even fits a data-logger to record lap times and rpm, so he can accurately gauge the effectiveness of setting changes.

The frame and brakes must remain stock, but Öhlins shocks, re-valved forks and racing wheels

BELOW: The SCK workshop turns stock scooters into 177km/h race contenders costing 10 times their original retail price. The shop also has its own dyno room - featuring empty egg boxes as soundproofing with sticky tyres from Dunlop or Bridgestone improve the handling, to an extent.

A stock Wave Dash retails for \$1800, with a full SCK tune an extra \$18,000. Most SCK customers are proracers, earning a living from Cub Prix racing, but some are almost certainly Mat Rempits, aiming to be king of the hill in Kuala Lumpur.

Cub Prix racing used to be cheaper in the two-stroke era, when Soong spent about \$180 on an engine refresh each weekend: with a new piston and rings.

Now a refresh of a highly stressed four-stroke – pistons, valves, crankshaft – costs close to \$2000 per weekend.

Soong has other ways of improving performance. He is a big believer in Feng Shui, the Chinese philosophical system of harmonization, so he chooses new team colours at the start of each season according to the elements of each Chinese year.

The idea is to balance Ying and Yang. Last year it very nearly worked. His rider Norizman Ismail finished second overall. Maybe this year's colours will make all the difference...









Block Busters

The illegal street racing scene, which has close to a quarter of a million members across Malaysia, has spawned movies on the subject









Others are here for one thing and one thing only: to race, to pit their riding talent and their tuning skills against their rivals. Perhaps they've spent the previous week getting busy with a riffler file, porting their own cylinder, or maybe they've been down the local tuning shop, blowing their wages on a skimmed cylinder head. If the work is a success, the tuner may expect a cut of the winnings.

The Mat Rempit craze has been going since the 1980s. It's believed there may be as many as 200,000 across Malaysia. The biggest annual gathering takes place in Johor Bahru, where more than 5000 riders show up. Laws have been passed to contain the problem, but the kids are usually one step ahead of the cops.

Mat Rempit has become such a cultural phenomenon that the Malaysian film industry has already produced dozens of movies about the illegal racing cult.

Most riders use underbones because around 80 percent of bikes sold in South East Asia are underbones. These machines do everything: from the school run to the family shopping trip and a spot of racing.

Forget your H2s and your R1s – underbones are the most important motorcycles on this planet. They keep much of the world on the go. And they make some people very rich. The Petronas-backed Cub Prix series (named after the Honda Cub – the original underbone) is Malaysia's number-one racing championship and the legal way to race underbones. Riders get \$770 for a win: but bonus money is the big thing. It's 10 times more than prize money.

Kuala Lumpur-based Cub Prix promoters Two Wheel Motor Racing also organise the Asian Roadracing Championship which runs throughout Asia. The biggest single market is Indonesia, where annual bike sales exceed eight million, which explains why MotoGP stars Valentino Rossi and Marc Marquez regularly visit the country on promo tours.

It also explains why top Indonesian underbone and 600cc rider Haji Ahmad Yudhistira earns \$250,000 a season: half from Kawasaki contract money, the rest from prize money and bonuses.

Many other local racers earn a good living, taking home close to \$80,000 – enough to make most Australian Superbike riders sick with jealousy.

The Cub Prix series takes place on street circuits from Penang to Johor. The streets are closed at the start of the week. Air fences and barriers are erected and racing takes place on Saturday and Sunday, watched by up to 50,000 spectators.







LEFT & RIGHT: The Malaysian Cub Prix is the breeding ground for new talent who are slated to become World Champions within the next decade: including Givi Honda's Zaqhwan Zaidi (pointing index finger above) and SCK Honda's Norizman Ismail - who's giving a two-finger victory salute, or perhaps a gesture that all Mat Rempit would immediately recognise

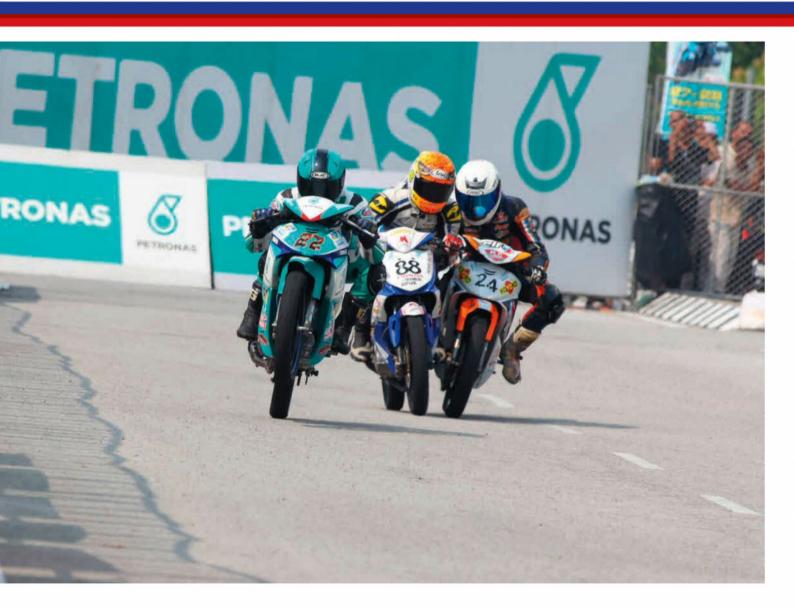








Forget your H2s and your R1s – underbones are the most important motorcycles on this planet



Originally, the Malaysian Government hoped Cub Prix would encourage Mat Rempit to give up night-time street racing, but many prefer the illicit thrills and lower costs of the streets.

Cub Prix includes six classes: 115cc and 130cc underbones, 600 Supersport, 250 four-strokes and one-make championships for Honda's CBR250R and Suzuki's FU150 underbone.

The Asian Roadracing series runs on real racetracks: Sepang in Malaysia, Sentul in Indonesia, Suzuka in Japan and the new Buriram circuit in Thailand, with bikes and team equipment transported to each event by container ship in 20 sea containers. Riders come from all over: Australia, Malaysia, Indonesia, Thailand, Japan, India, Taiwan, China, South Korea, Sri Lanka, Singapore and the Philippines.

BELOW: With up to 50,000 spectators at each race and with an Asian Tv audience of three million, no wonder Dorna has tried (unsuccessfully) to get its hands on the Cub Prix series - which features young guns such as Norizman Ismail (pictured below on the number 2 Honda Scooter)



Around three million families watch the action on Fox Sports. No wonder Dorna tried to take the series away from Two Wheel Motor Racing, but the FIM wouldn't let them, so Dorna set up its own Asian Talent Cup.

The ARRC continues to grow in stature, with WSBK legend Noriyuki Haga now contesting the 600 class. But the real idea is to groom new young talent. This year three Malaysian underbone champions – Azlan Shah, Hafizh Syahrin and Zaqhwan Zaidi – are contesting the Moto2 World Championship. It's another step towards the ultimate goal. Syahrin is reputed to be the most talented of the trio.

"Within 10 years we think we can have a Malaysian World Champion," says Cub Prix/ARRC director Ron Hogg. And who's to doubt him? ■





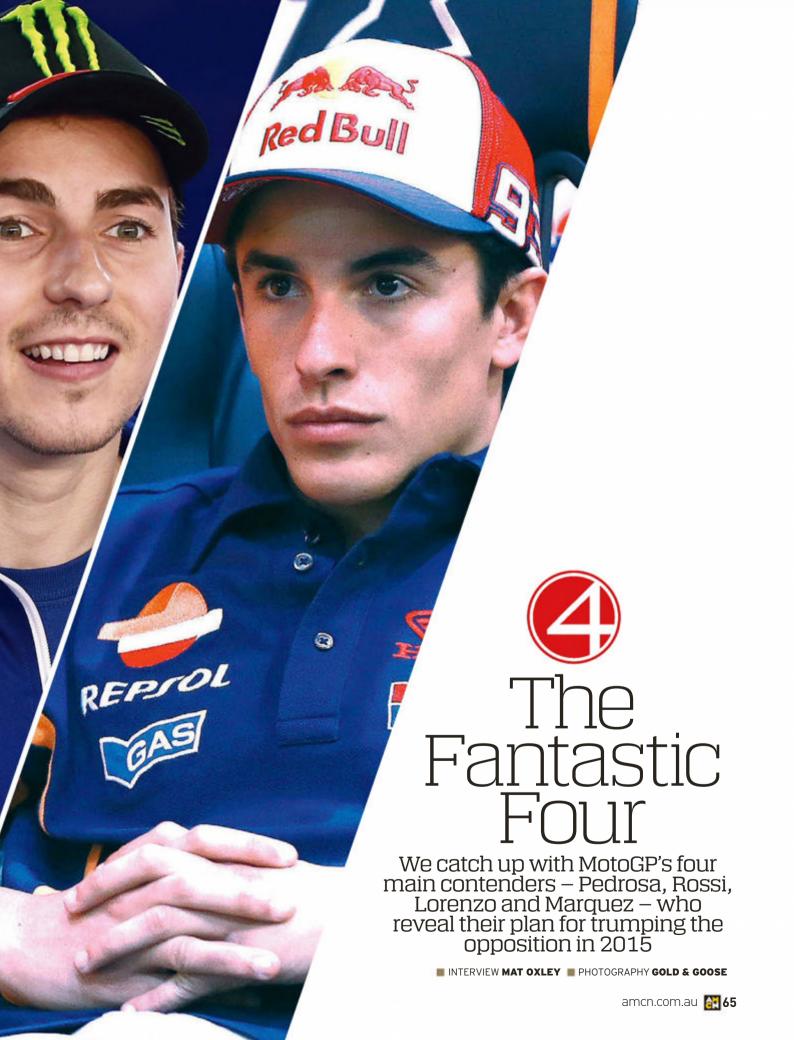


"Within 10 years we think we can have a Malaysian World Champion" – Hogg









"I'm trying to be more precise - to be smoother and more constant"

Marc Marquez

The current world champ explains why he'll be an even better rider in 2015, why he wants to race with less electronics and why he wants to do the Suzuka 8 Hours with his brother



How will you improve your riding in your third year in MotoGP?

I'm trying to be more precise - to be smoother and more constant with lap times. But it's difficult because my riding style is aggressive, so the bike is moving. It looks like I'm improving step-by-step, but it's not only me because I'm also trying to adapt the bike so I can be smoother. At some circuits it will depend on bike set-up, but I'll try to be more consistent. Over one lap I'm very fast. I can push 100 percent, but over race distance you must push for 20 or 25 laps, while also trying to manage the tyres and your physical condition. It's difficult because you are working on many things. For sure, if you are smoother and you are physically fit, then you can improve your concentration and then everything is better.

Now you are more experienced, is your feedback more accurate and useful to your engineers?

Last year I only did one pre-season test (due to injury), and this year I already feel I'm more precise with the information I give. If I try something on the bike, I know if it's better or worse in four laps. This is important for my engineers and for me because we don't waste time. The important thing in this is to never lie because sometimes you don't really know if something is better or worse, so you say something. But it's very important that when you don't know, you say you don't know. Now if I'm not clear on something I say directly.

Are you and Pedrosa going in different directions with chassis?

Already last year we used different chassis. We are still going different ways.

It's basically the same chassis but with different characteristics.

What does your 2015 chassis allow you to do that you couldn't do before?

With this chassis I'm more precise in fast corners – which is where Yamaha are very strong. It feels like the bike follows more what I want to do. Okay, the bike moves around in slow corners, same as last year, but we've now found stability in the fast corners, so we are closer there, and in slow corners I can still use the same braking points and the same corner speed. In the end we can't make the Honda like a Yamaha and keep the same

braking points. Sure, they've also improved, so until we've had the first few races we won't really know our levels.

Only when you can follow the other bikes do you know where they are strong and where they are not so strong.

Had enough of being famous yet?

When I'm at the circuit I don't feel it too much, even though it's much more than it was when I was in Moto2. It's in normal life that it's getting more and more difficult.

So how do you hide or escape?

I just take it easy, stay at home and train. I don't go out much, and if I do I try to go with a few friends and stay in the middle. I'm quite short – so it's good if I have a few taller people around me! It's normal though: if people ask me for a photo, that's good because if I'm last on the grid for sure they would ask less!

Do you think Jack Miller is having a tough time because he came straight from Moto3?

I think the situation he's in now is completely normal considering he's just come from Moto3. I remember when I was in 125s, I never even thought about moving directly to MotoGP. Now he has to adapt everything and the things he would've learnt in Moto2 he now has to learn in MotoGP. These are tough bikes, so also your physical condition needs to be different. For me, I don't think it was necessary from him to take this step.

Jack is 19, really young, so I think he should have spent a minimum of one year in Moto2, like Maverick Viñales, and learnt things. Okay, if he was 28 I could understand, but he has many years in front of him. Sure he will get there and be faster in the future – you either arrive in a new class and are fast straight away or you arrive and learn step-by-step. In the end it's his choice.

Are Moto2 and Moto3 better schools for MotoGP than 125s and 250s?

I loved the 125 class – also the sound of the two-strokes! At the start of Moto2 many people said 250s were a better school, but I think Moto2 is a good school because the weight of the bikes is similar to MotoGP. Okay, the power is like a streetbike, but it's good that the weight of the bikes and also the size of the tyres are similar.

Who are the super talents?

Vinales, Miller and Quartararo. Then there is Alex Rins and my brother, they are also really young and fast.

Next year MotoGP goes to a control ECU. Is that a good thing? Do you think there's too much electronics?

People say the bikes are easy to ride because we have the electronics, but for me the way to use electronics is to be safer, not to be faster. Of course, now we use them to be faster, but also to be smoother and safer. Yeah, I'd prefer to have electronics for safety only and then ride the bike myself. But also electronics are good because if you are struggling you don't enjoy riding the bike and now the level of electronics is so high that you enjoy riding the bike a lot.

Back in the 1960s they raced twincylinder 50cc bikes in GPs with 400 horsepower per litre, 500rpm powerbands and 14-speed gears. Would you like to race one?

The circuits where they raced these bikes were amazing. I've seen video clips and they are one finger away from the walls! Maybe it would be nice to try a 50 at a nice circuit one day – why not?

Do you watch World Superbikes?

Yeah, I always try to watch them because you see some interesting races and some big fights, so I like it. I also watch the Spanish championship.

Learn anything from watching WSBK?

At this level you concentrate on your own racing, but sometimes you see an overtake or you see how a rider manages a race, so you can find new ideas.

Would you do a WSBK race for Honda?

Now, no. Maybe in the future, far in the future. At the moment I don't feel motivated to race in World Superbikes because MotoGP bikes are more like real racebikes.

What about the Suzuka Eight Hours – which is a huge event for Honda.

Why not, just for the experience. It would be nice to do the Suzuka Eight Hours with my brother. So, ask me in four years and I'll say yeah!



"We have improved on last year's mistake of having a bad pre-season"



Jorge Lorenzo

The 2010/2012 MotoGP World Champion was beaten by his teammate last season. This year he plans to beat Valentino Rossi and challenge for the title



Describe last season in one word – was it a disaster?

No, it wasn't a disaster. We finished third overall, so it wasn't bad. I consider myself a winner, at least I want to win, so for sure third wasn't the best. But we have to take into consideration that we had some no scores and I wasn't fit, so I wasn't ready for the first races. The positive point is that we have now improved on last year's mistake of having a bad pre-season.

For the first time in many years your teammate was stronger than you. Was there any time you doubted yourself?

When things are difficult you get more pressure, but I never doubted myself because I know that when everything is right with the bike and with my physical and mental condition then I can get good results – as I have demonstrated through most of my career.

You weren't physically fit at the start of 2014. Did that affect your head as well?

When everything is right you ride better and you feel safer. When you have difficulties you ride more tense, so you ride worse. If you are very young and don't have much experience you get nervous, you get anxious and it's easy to make a mistake and get injured.

But Valentino, Dani (Pedrosa) and I have enough experience to understand: okay, this isn't my time, I have to wait, I must stay on the bike and not crash, so I don't get injured, then wait for better times to arrive. I don't mention Marc (Marquez) here because he is still quite new to MotoGP.

Over the years you've spoken a lot about psychology. Do you still work on yourself mentally?

In the past I worked a lot with psychologists, especially when I was in 250s. I've worked a lot on this and I try to know myself.

I try to do at least 10 minutes meditation every day, because sometimes it's necessary to clean your mind.

The Honda has been better than the Yamaha for quite a few years now. Is that hard to deal with?

Yeah. But the same thing happened the other way around in 2004 when Masao Furusawa arrived and together with Valentino they

made the Yamaha very strong. Then the same happened when (Shuhei) Nakamoto arrived at HRC. Before then Honda were a bit confused – they didn't find the best way to beat the Yamaha, so we had the strongest bike in 2008, 2009 and the first half of 2010. Then they found some good solutions that put us a bit behind in 2010 and 2011.

In 2012 it was different because they had some chatter problems at some tracks, from which we profited. We've always been close, but we always need something more.

Yamaha are working very hard to improve braking, which is our weakest point. If we can do this and keep our high corner speed and our good acceleration, then we can fight for the championship.

The Honda brakes very deep and shortens the corner – while the Yamaha uses a longer, faster line. If Yamaha focus too much on braking, will you lose your corner speed?

No, because our new gearbox (featuring both seamless upshifts and downshifts, like Honda's RCV) improves braking without affecting corner speed. We can stop the bike quicker than before and it stays more stable.

I don't think we are at Honda's level on braking, but we are closer. The other problem is that our bike is more rigid. The Honda guys can play more with the rear of the bike during braking, sliding around like supermoto. We have to be very precise, brake a little earlier and keep the bike more still. Our biggest problems are in long braking areas, like much of Motegi and the first and last hairpins at Sepang where you brake from sixth gear.

You are experimenting with a handoperated rear brake: why?

Because since my big crash at Shanghai (in 2008) I've not had so much strength in my right foot. Last year we tried a thumb rear brake in the Brno tests and now I'm trying a finger-operated brake, but we need to improve it before we can race it.

Marquez is so dominant now – how do you deal with that psychologically?

Well, it's obvious he's very good, he's very talented, he's very young and he has a good bike. Also, he's the only guy in history to win the big title in his rookie season, apart from Kenny Roberts. If you aren't very good

you don't do that! But for sure, as you saw yesterday (during the second Sepang tests) he had some problems with his bike and he was sixth or seventh. In this sport you cannot win if everything isn't right.

In Formula 1 many people say it's 90 percent car, 10 percent driver. In bikes maybe it's 60/40, but do you think the balance is changing now, so it's more difficult for a talented rider to win if he doesn't have the best bike?

Well, during the Barry Sheene era you couldn't win if you didn't have a Suzuki RG500 (in fact, Kenny Roberts did just that), then the Yamaha became the strongest bike in the 1980s (Honda won four 500 titles during the decade), then in the Mick Doohan era the Honda was strongest. Sure, the rider is very important, but look at Dani Pedrosa – he's a fantastic rider but he hasn't won the title.

Yes, the rider counts, but you can't win races by running – you need a good bike.

Rossi changed his riding technique last year. Have you also changed?

It's always good to be open and to learn from other riders, but you need to try and understand what's the best way for you to go faster. I am now working again with my father and we make experiments in training, which we then try to adapt to MotoGP. Sometimes it's my body position or the way I brake or the way I accelerate. We practice a lot on different kinds of bikes.

Rossi is on the same bike as you, so can you learn most from him?

In 2013 when Valentino was less competitive than me he studied my telemetry and he understood some things, so he changed his riding style, moving more outside the bike in the corners. I think he got that from me, from Marquez and from Casey (Stoner), from the younger riders who use a different style to the old 500 two-stroke style. For sure Marc and I have different styles: he puts his bum closer to the asphalt, I put my bum more on the bike,

What can you learn from looking at Rossi's data?

He has a very effective braking technique – very natural and very strong. He brakes a bit better than me, but he loses a bit on corner speed and sometimes in acceleration.



"We hope that Marc will be a little less strong – ha ha!"



Valentino Rossi

Last season, few people expected the ninetime world champ to do much. This year is very different: everyone knows he has a good chance of taking his 10th world title in his 20th GP season



At the start of last season you didn't know if you'd be back at the frontof the pack. This year you know you can fight. Is that a big help psychologically?

For sure, a season like last year is a big help for me because it told me that I can still fight at the top level, so now I know I can fight for the victory. I think this year will be more difficult because last year Jorge and also Dani had some problems last season.

They will be stronger this year, so I will need to be even stronger to fight with them and to beat them. And at the same time we hope that Marc will be a little less strong – ha ha! I don't know how this will happen, but this is our hope!

So you believe that Marquez still has an advantage?

Yes, for me, pre-season testing tells us that Marc is still the most competitive rider and I think he can now win three championships in a row. During testing he has been incredibly fast in all his time attacks and also very fast in his race simulations, so the combination of Marc and Honda is the favourite to win the championship.

At this moment he is the fastest man and the favourite, but it's still very early to say for sure who will win.

Do you believe you can win your 10th world title in 2015?

Yeah! For sure I can try!

Do you think the Yamaha is closer to the Honda this year compared to last year?

No, I don't really think so, but it depends very much on the track. At some tracks we will be closer, at other tracks we won't be any closer. So more or less the gap will remain the same.

How much of a difference is Yamaha's new seamless downshift gearbox going to make?

Before the second tests at Sepang everyone in our team was very curious about the new gearbox. I'm quite positive and happy with it. It's not a huge difference, but it's a small help, especially in a critical area where we have to improve against the Honda.

Now the bike is a bit easier to stop, so you can push harder entering the corner. Also, it makes the bike a bit easier to ride with a bit less effort, which means you should make less mistakes, so for race distance it is important. For me, it's better overall, but it's not enough. Anyway, we still have to work to understand its maximum potential.

What else do you see Yamaha needs to improve on to be able to catch the Honda?

During testing we worked very much with used tyres, so we did a lot of riding with tyres that had done a lot of laps because with the new bike we suffer a bit at the end of race simulations.

We need to improve our pace with old tyres – this is where we are in a little bit of trouble. Apart from that, the rest of the bike is very good and the feeling is quite good, though we do need to try to understand a way to find a bit more traction in acceleration.

It was nice that it rained on the first day of Sepang two (tests) because it was important to ride some kilometres in the wet because last year I struggled a bit, I didn't very much like the feeling with the bike in the wet. We have improved the situation a bit, but we need to do more.

Our pace in testing was no so bad, but sometimes Marc, Jorge and Dani were faster, so for sure it will be a big fight. But no one will understand the true level of the different bikes until we have had two or three races because the conditions in Qatar are always very different.

It will be very interesting to understand our level in all the races, because for sure the balance between all the different manufacturers can change between the different tracks.

What about the new Ducati – do you think it be a real threat to Honda and Yamaha?

I am quite worried about the Ducati because already with last year's bike they were not so bad. The new bike is already in great shape, even though it is very young.

It looks better on the track and the riders are very happy, so for sure they have made another step with the GP15. I think they will be able to fight at the front and fight with Honda and Yamaha. They can still use the super-soft tyre in qualifying, so this gives them a big advantage, and I think they will also be dangerous in the races.

We hope we can find some advantage over them in the races, like last year when the Honda and Yamaha were better than the Ducati in the second part of the races.

How will they go once they have the same tyres at the races?

Do you understand the rules? No? Me too! So what do they have to do to lose the advantage of the softer tyre?

They have to win three races...

Three wins?! I think this rule is very unfair because now the Ducati is very fast, so I don't understand why they have this advantage. Last year, maybe yes, but now they are fast like us and with our tyres, so I don't know why they can still use the softer tyre. Sincerely, in motorsport this only happens in MotoGP!

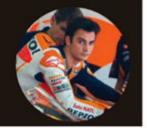


"I have adapted myself to the tyres, to the bike and to the racing"



Dani Pedrosa

New crew chief, new riding technique, new laidback style – could this finally be the Spaniard's year?



You've got a new crew chief after 11 years with Mike Leitner. That must be a huge change?

Mike and I had some great experiences: twice 250 World Champions, twice second in MotoGP. But we also had some difficult periods when the Honda wasn't any good, then we had a (bad) experience with Michelin at the end of the open tyre era and then at first with Bridgestone it was difficult to get the bike right. We learned a lot together, we lived many stories together and it was a good experience.

Having a new crew chief is a big change, but I've already had Ramon (Aurin, Pedrosa's former data man) in my team for a long time. I'm happy, he's happy and that's important.

Last year Valentino Rossi worked with a new crew chief of the same nationality. You've done the same – so does it help to communicate in your mother tongue?

Yes. When we have meetings we still talk in English because we have many different nationalities in the box: the Japanese engineers, the suspension guy, the tyre guy and so on, but after that Ramon and I talk in Spanish, and the tone in which you say things and the way you say things does make our understanding clearer.

Also, like Silvano Galbusera, Rossi's crew chief, Ramon has much more of a computer background than Mike – so does that help when electronics are so important?

I think an open-minded guy is best because he'll have a wider view of things. For sure, Ramon has a lot of experience and he knows computers very well, so if he doubts something he can tell the electronics guys to look here or there in the data because he's been there himself.

Why did you decide to change your mechanics at the end of last season?

In the end you have to balance things. I think it was time to do that and that's it.

Will the change help?

Yeah. I had a great team – super-professional – but I needed to make some changes.

Has the change of technicians changed your bike?

Obviously every crew chief is different and has his own ideas, so for sure our approach is

slightly different now. The biggest difference so far is that we make bigger changes to the bike than before.

Will that have a positive effect on vour results?

Yeah. I don't know why, I just feel it.

Last year you won less races than at any time since your second 125 season in 2002. Why? And did you ever doubt yourself?

I can't tell you why and I didn't doubt myself. (Team boss Livio Suppo butts in at this point and jokingly says: We can tell you – but then we'll have to kill you!)

What was wrong: was it the bike or vou?

Obviously Marc was super-strong and I didn't feel as comfortable on the bike as he did. I tried to get the best setting, but we struggled with some things, so it was hard to beat him. It was close a few times, but I had some not-so-good races and some crashes. The end of the season was hard for me.

When your teammate is doing so well, it must be psychologically difficult to cope.

The problem was that I wasn't able to give my 100 percent. The bike was affecting me so I couldn't give my best.

This was my concern, rather than how well my teammate was doing.

After the first 2015 tests, Ramon said you need to be more aggressive. Did he mean in riding technique, race craft or just your overall approach?

He was talking about the 15-minute qualifying session and so on. I need to be a bit more sharp in qualifying because that helps you to be on the front row, to start better and to get rid of the shit of the first few laps. I don't know if that's the right way to say it.

Shit explains it perfectly! So now you are focusing on going bang, straight out of the pits, to do better in the 15-minute qualifying session?

This is not my speciality, so it's something that I must improve this year.

Jack Miller told me you'd be a multiple MotoGP champ if you were bigger. Do you agree? Obviously this is a hypothetical question!

Of course, being bigger would be helpful, but this is the way I am. And I chose to race in MotoGP rather than stay in 250s – so I can't complain. I know that sometimes I have a little handicap, but there's nothing I can do, so it's better not to think about it.

When you compare your data with Marc's, can you see the difference in how much load you can put through the front and rear tyres?

in ves.

You can't really move around the bike to load the tyres, so how do you set up the bike to compensate?

The bike has to do more for me. That's why I'm very sensitive to settings changes. I can judge changes more deeply because I feel things very well.

There's always negatives, but you have to sit down and look for the positives.

Last year Rossi changed his technique. How about you?

When I compare my style to a few years back, I think I have a different riding style. I have adapted myself to the tyres, to the bikes and to the racing. For sure, Marc has a particular style and you try to learn things to have some more of that in you – just like I did in the past with Valentino and Jorge (Lorenzo). But in the end your DNA is your DNA and that's where the very best of you lives.

How has your technique changed?

My centre of gravity – I'm going lower and lower on the bike. This allows more corner speed, a better feeling with the bike and you can better handle the no-grip situation.

Every year you seem happier and more relaxed – so do you enjoy racing more now?

I realised there's a good side to be like this because it makes you more relaxed, so it gets rid of tension and nerves. Also, when you become more mature your life in general goes this way. Before I was very, very, very shy, whether I was approaching friends or a girl. Now I'm less shy.

You used to be so serious. Do you regret that?

No. I was like that because I was shy, not because I wasn't friendly. It was very difficult for me to be open in front of all the cameras and all the people.







The Great Race

Mount Panorama played host to one of Australia's greatest ever road races. John Woodley going head-to-head with Graeme Crosby and Ron Boulden

■ WORDS TERRY STEVENSON ■ PHOTOGRAPHY JOHN WOODLEY, GRAEME CROSBY, RON BOULDEN & GREG MCBEAN

ohn John Woodley's legendary Unlimited Grand Prix duel with Graeme Crosby and Ron Boulden on larger machinery remains etched in Bathurst folklore. All three were riding a different motorcycle, with the 1978 Australian 350 champion Ron Boulden making just his second appearance on a Yamaha TZ750E, Crosby was riding Gregg Hansford's water-cooled factory TKA Kawasaki KR750 triple and John Woodley riding on board the latest Suzuki RG500 Mk IV rocket ship. Adding to the intrigue, Boulden hailed from Sydney, while his two Kiwis challengers were raised in Blenheim, New Zealand.

Practice

During Thursday practice, Woodley lapped 3.59 seconds faster than he did three years previous, but then seized the expensive Team Hunter Suzuki RG500, as did Boulden on his Welbank TZ750E, several times. Boulden also suffered tyre troubles, with a new rear Goodyear blistering down the middle. Incredibly, he still qualified on the front row with a seized engine.

"It seized at the end of Conrod Straight and I had to pull the clutch in and coast around and over the line – so I only got one lap in qualifying!" Boulden recalls.

Friday night before the race, Boulden's team led by Warren Willing were desperate for answers to the seizures. A non-return ball-valve in the fuel tank breather was

fitted at Calder Park to stop a leaking fuel issue, but it was becoming stuck as Boulden raced over the humps at Conrod causing a vacuum inside the tank, a loss of fuel, and a subsequent seizure.

"So we took out the ball – it was the last thing we could think of. It was the fifth or sixth rebuild and it was the only logical thing, so we went back and jetted it correctly, and it came to our first race."

Crosby's version of practice, who was racing several machines that weekend, included some pretty hefty boozing.

"It was always a party at Bathurst!" Croz says. "I partied with Ross and Ralph Hannan and all the sidekicks who hung around. Once we got the KR750 jetted and geared right it ran well, there were no problems at all."

The Preliminary

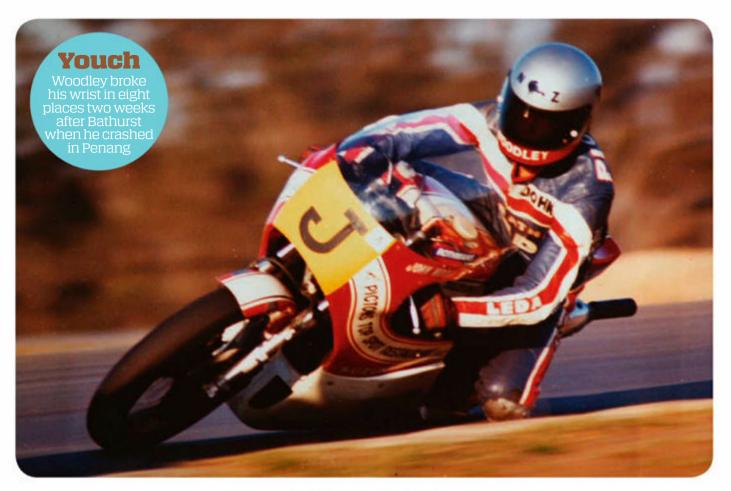
Crosby went on to win Saturday's Unlimited International to set a new lap record with a top speed of 273km/h.

"The KR750 was quite a good jigger to use but it lacked top-end speed," Crosby said. "It had good mid-range but it was at the end of its life cycle. The KR750 was lightweight, had a reasonably low centre of gravity and it steered and handled. I was feeling quite confident because the bike was good, I didn't have to change much."

Croz was followed home by Rob Phillis, 19-year-old Boulden, and an improving Woodley.







Race-Day

On Sunday, Woodley handsomely won the 500cc race on his RG500 in front of almost 30,000 weekend fans, while a young TZ350 rider named Wayne Gardner finished in seventh. The race, however, was overshadowed by the crash that tragically took Ron Toombs' life.

Besides this, Crosby remained confident for the big race: "It was no problem when I had skill, daring, cunning, and all those other things that you need! I was confident with the bike."

Battle Mountain

Crosby took the holeshot and was leading at the end of the opening lap, the Mountain section still damp for the first few laps. Following Croz were Boulden, Woodley, Phillis, Graeme Muir, Gary Coleman, and Rick Perry with a rebuilt, but ill-handling, KR750. A Yamaha TZ750-mounted Stu Avant was up with the leaders but ended up running off at Murray's.

Crosby managed to hold on to a huge slide at McPhillamy in the damp, but for him it didn't register, then Boulden had a full-lock front-end slide before it dried out by lap three. A lap later Woodley slotted his RG into second place, but not for long as Boulden and Crosby banged fairings



MAIN: Woodley gets his taped-up knee down on the RG500

ABOVE: Croz swaps his helmet for a top hat for a Heron Suzuki publicity shot across the line shortly after. The trio had pulled a 24-second gap by lap seven as the battle of the ANZACs raged on.

Woodley recalls: "Ron and Croz didn't pull much on me going up the mountain but I was undergeared as the weekend went by, because I got faster and faster. Their bikes were quick down the straight but the RG was the tool for the job."

Crosby lead over the line for the first four laps, Boulden for the next six and then Crosby for the following four. That didn't reflect the true situation.

Boulden says: "The race was such that we changed positions every lap, to the extent that coming off the end of Conrod Straight we were hitting fairings – we were that tight! Crosby would try to out-brake me [into Murray's] because I had the horsepower advantage, but I was still getting used to holding it flat over the last hump!

"The problem is there were three humps and by the end of it the difficulty was getting the front wheel down and getting on the brakes after the last one, because the front comes up and sort of floats for a while. And because we were all going so fast I unofficially did over 300km/h, so unless you got on the brakes hard it was hard to pull up. So you had to make sure the front wheel was right down.

"After the first half dozen laps I knew what I was

"Coming off the end of Conrod Straight we were hitting fairings. We were that tight!" – Boulden



Weapon of choice

Suzuki RG500

The 1979 MkIV has the front two cylinders lower than the rear pair, allowing the engine to be lower and further forward in the chassis to keep the front end down. The 54 x 54mm 92Kw (123hp) engine also featured a cassette side-loading transmission for ultra-fast ratio changes. If you didn't race a TZ750 and weren't a factory TKA rider, you had one of these





Yamaha TZ750E

Work on the OW19/TZ750A (codename YZ648) prototype began in May 1971. Giacomo Agostini won the Daytona 200 in 1974 on a TZ750, which was followed by massive success around the globe by works teams and privateers for several years. The 67kW (90hp) 694cc TZ700 engine soon became 747cc, with only minor modifications until the final 89kW (119hp) TZ750F model was built in 1979

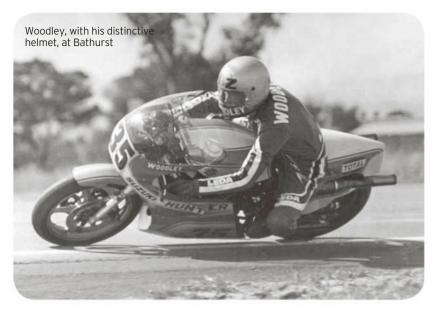




Kawasaki KR750

On the back of the 1969 H1R and the 74kW (100hp) H2R (1972), Kawasaki developed the water-cooled KR750 triple to compete with the mighty TZ750s in 1976. The KR750 gained 11kW (15hp) over its air-cooler predecessor to produce 86kW (115hp) from its 748.2cc engine. Unlike the TZ750, the KR750 was only available to factory riders, but was outdated by 1979







going to do, so I thought there was no point trying to race him across the top."

Croz knew how to keep the front wheel down at the third hump. "We were having the same problem. I can remember physically pushing my head right inside the cowling to try to get the centre of gravity as far forward to keep the wheel down. But sometimes you just couldn't keep it flat, you had to roll off."

Then Crosby began foxing the 19-year-old. "They should respect their elders!" he said. "I recall putting all the bloody effort into doing all this (over the mountain) and ending up being passed before Murray's. I started to be a bit more circumspect as to where I was going to be, I'd like to think it was a game plan, because if I kept doing the same thing for 20 laps, when it came to the last lap he'd know what I'm going to do anyway. So I backed off a little bit."

The trio would tear along Mountain Straight with Woodley closing the gap before the Cutting. Time and itme again Boulden would fly past the pair on the long run down Conrod Straight. Crosby was passing Boulden under brakes into Murray's, Hell Corner, into the right hander at the end of Mountain Straight, and then over the mountain.

"After about four laps of doing this I thought it was a waste of time, I may as well just hang in there," Croz says. "But John Woodley came more into it towards about lap 10. John was passing me over the mountain. I remember him passing me through McPhillamy Park and positioned to go over Skyline."

Boulden takes up the story: "With Croz on me all the time I had to be weary, so I was backing off a bit at the last hump as I had the power advantage. But he obviously wasn't, so I'd get to the last hump, roll off a bit to try to get the front down earlier, then Crosby would be back all over me again! Each lap he'd drive up the inside of me and we'd bang fairings, I'd turn to Croz and he would smile at me!

"Then we'd go to the next corner and I had the power advantage and get back in front again. That went on, it seemed like, every lap!"

Woodley adds: "My recollection was at about lap six I realised they weren't pulling away from me. I thought, 'man, I can win this'. As the race went on, to win it I had to be in front going onto Conrod and be as far down the straight as possible, so when they overtake me they'll be approaching Murray's corner at the bottom so much faster than me, so I should be able to out-brake them."

Boulden chimes in: "I just knew getting across the top Croz would pass me first, Woodley would then pass me, I'd sit with them down the mountain and

Where are they now?



FOLLOWING HIS famous Bathurst win, Boulden was voted NSW Sportsman of the Month, and a result of making the finals he was invited to the Sports Australia awards for the next 15 years. Boulden

enjoyed a successful career taking four Australian GP Bathurst wins (1979, '80, '81 and '82) and an Australian 500cc title before retiring in 1984. Ron is the general manager of Agility Finance, Sydney, arranging highend business funding.



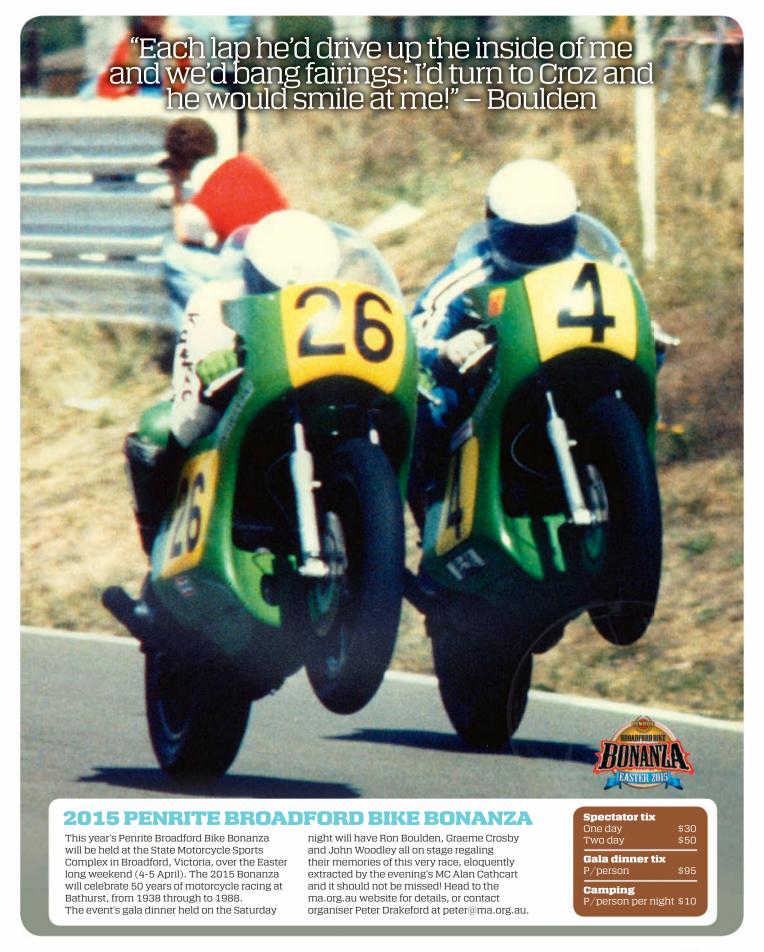
GRAEME CROSBY went on to win two Formula TT world titles as a factory Suzuki rider. He won several important races including the Daytona 200, Imola 200, the Isle of Man TT, the Suzuka 8 Hours, and

a host of others. Croz is running a successful motorcycle restoration business in Matakana, near Auckland, which puts out beautifully restored road and racebikes. Check out his website: www.graemecrosby.com. His book *Larrikin Biker* is a great read.



JOHN WOODLEY returned to Europe for two more seasons on the 500cc grand prix trail before retiring in 1981. He won many races in Indonesia, Malaysia, New Zealand and Australia. Gentleman

John lives in Taggerty, Victoria, and operates Farm Forestry Services as a passionate silviculture consultant. Woodley retains his 278km/h 1977 Bathurst-winning RG500 MkII, which Steve Roberts modified with a TZ350 monoshock and a braced swingarm.







I'd pass John first and then get Croz halfway down the straight. That happened lap after lap. I lead, but only over the line, I don't think I ever lead a full lap.

"I thought as the race went on, 'this is going to be interesting' even if I am going to get him on the straight. He's only got to be half a bike in front of me because the finish line at Bathurst is very close after Conrod."

The Showdown

It all came down to the last lap and there was nothing left on the table. Gentleman John continues: "I led onto Conrod on the last lap. I knew I had to do that if I was to have any chance of winning. I passed Croz at Forrest Elbow, I led onto Conrod on the last lap but at Forrest Elbow the brake lever felt a bit funny, so I thought I might have to do a pump at the end of Conrod, but the brake pads were on the metal even though we'd put a new set in for the warm-up lap!"

Crosby had the hammer down on the last lap and was further along Conrod than he normally was, which hindsight says may have cost him the race. With Boulden now going past him at a much faster speed differential, Croz was unable to tuck into Ron's slipstream as he went by.

Crosby says: "I put a big effort in and got a bit of a gap coming out of Forrest Elbow, and down the straight the gap was a bit longer. By the time he got to me the passing manoeuvre happened further down the straight. As a consequence his passing speed differential was greater than mine for me to get back into it by the time I got to Murray's. But I couldn't do it. He was about a bike length ahead."

Boulden again: "I passed Croz a bit later down Conrod, when normally I'd pass him about half

LEFT: The ecstatic 1979 Bathurst winner: Ron Boulden

RIGHT: Woodley at Murray's Corner. Racetrack barriers have changed a bit since the 1970s

BELOW: Apart from all the fairing-bashing argy-bargy, Boulden struggled to keep the front down during the race



way. This time it was more like, 'shit, I'm not going to get to him', because he put in that hard lap. Obviously he knew exactly what he was doing, he had to get a bigger gap on me.

"It was only the last lap I made the decision to hold it flat over the last hump, which I'd never done, to try to get that little bit extra on Croz, but he still dived under me," Boulden sais, laughing. "So I only made the decision as I passed him."

"He obviously had a much bigger go, but I had just enough to get out [of Murray's] because most times previously we'd go across the finish line and I was only half a wheel in front. And we were actually touching fairings because he wanted the line. I was on the outside and he was on the inside. If I hadn't backed off until I was airborne prior to the last hump, he would have had a bike length on me and he would have got out of the corner better and I would have lost it. Absolutely!"

Despite Crosby's brave final burst, Boulden took the \$2000 prize from Croz and Woodley. All three received a standing ovation from the crowd, and Woodley set the fastest lap, a 2m15.6s, of the race.

Boulden reflects: "I was quite elated, as you can imagine. John's bike was underpowered and under geared. He was a more calculating rider on the basis he was very clean and fair, so you could see there was more planning in what Woodley was doing compared to Croz, who would just have a go. Croz would just ride as hard as he needed to, what he'd always done because he's got plenty of ability."

Woodley recalls: "The RG500 was fantastic. I wouldn't say I was being a demon, it's just that everything came together. That was when I was riding at my absolute peak. I only ever thought I matched Croz once – that race at Bathurst."

"It was only on the last lap I made the decision to hold it flat at the last hump, which I'd never done" – Boulden



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longterm





Hyundai iLoad

New-car servicing is astounding these days. First service at 100km, now Harry the Hyundai doesn't need anything 'til 15,000km!

KTM RC390

Miller time!

Emulating Jack Miller's Moto3 antics aboard our long-termer KTM RC390, we headed to the legendary Phillip Island racetrack

HERE'S A GREAT tip. The two buttons on the KTM RC390's minimalistic dash allow you to do something infinitely more exciting than change the time. The bottom one adjusts the revs at which the shift light activates, while the top one is even more important: it changes the point at which the rev limiter cuts in.

It's a handy feature to know, as I discovered mid-apex, with the throttle wide open, on the majestically sweeping left-hander going onto the legendary main straight at Phillip Island. Cranked over and with just 10,000rpm showing on the tacho, the bike suddenly juddered like the Fukushima nuclear plant before meltdown.

I discovered the cause a few panick-stricken moments later down Gardner Straight as the bike was only topping out at 175km/h.

Back in the pits I adjusted the rev limiter to its max: 12,500rpm – which gave an extra 5km/h down the 900-metre main straight.

Being a single cylinder, the stuttering effect of the ignition being retarded is much more pronounced in comparison to a four-cylinder – where it's usually only one of the cylinders being throttled back.

What also helped is setting the rev shift light



Phillip Island Ride Days

www.phillipislandridedays. com.au Ph: 1300 793 423 Main Season (October-April) Booked online \$285 Pre-season (May-September) Booked online \$235

Pirelli Diablo Supercorsa SC

www.linkint.com.au Ph: (07) 3382 5000 110/70ZR17 \$239 150/60ZR17 \$315



to 11,500rpm – which gave me enough time, and 1000rpm up my sleeve, to select a higher gear before the little KTM started kicking like a mule.

Having a limited amount of power to play with, you've got to make sure you stay north of 8000rpm and the rev-hungry RC390 will top out in sixth gear by the time you get three-quarters down the main straight. The lack of oomph would be less noticeable at a track that doesn't have such monster straights.

It's a moot point as carrying high momentum into turns is the name of the game on such a small bike. Working on your racing lines, braking markers and mid-corner / exit speed is so much more fun, easier and more forgiving on a small capacity bike as opposed to a 100 horsepower-plus beast that's itching to highside you into the nearest gravel trap.

With a wheelbase of 1340mm and a steep head angle of 23.5°, the RC390 befittingly likes nothing better than carving corners.

You can change your lines with just a small nudge of the 'bars and running wide isn't such a terrifying sensation as your trajectory can be corrected in a heartbeat.

The four-piston ByBre brakes (don't scoff – it stands for By Brembo and is made by the Indian



Triumph Tiger Sport 1050

We've fitted the all-terrain conquering Tiger Sport (>) 1050 with a sports exhaust and it's now time to see how she handles a racetrack. Bring it on!



AMCN's long termers are kept clean with a range of Ipone products



arm of the famous Italian company) biting on a single 300mm disc up front has ample power and nice progression, although by the end of the punishing day the lever came back all the way back to the 'bars. Bleeding the front brakes will probably cure the issue.

The KTM's firm seat is instantly forgotten when chasing fast lap times and the sexy fairings are effective, but tucking in for a lard-arse 40-year-plus like me is a challenge on such a skinny bike. A higher screen would certainly help.

The mirrors, held on by two allen bolts, are a cinch to remove for trackday use and the exhaust sounds racy enough without attracting lewd or comical looks.

The non-adjustable USD 43mm WP fork, which is the same size as the KTM RC8R superbike, offers plenty of feel and didn't dive like a bullet-ridden submarine under heavy braking.

In contrast, the rear shock is soft. Despite skinning my knuckles adjusting the preload to its maximum setting – the suspension adjuster hook in the toolkit is challenging to use as there's little space between the spring collar and the subframe – the rear still sagged too

much in the middle of fast corners.

The supple road setting isn't ideal for track use – but it's easily sorted with a rear spring upgrade. Changing tyres to more track-oriented rubber (see sidebar) was also a sweat-drenched foulmouthed experience as the front wheel is difficult to raise off the ground. The bottom triple clamp doesn't have a hole for a head stem stand and the fork legs aren't even in length – so it's hard to get a paddock stand underneath them.

The digital tacho's small numbers are also hard to read when going flat-out, so your best guide for upshifting is the screamin' engine sound and the shift light.

But all in all, it's no surprise there are dedicated race series for the RC 390 (ADAC Junior Cup in Germany and a support class in the British Superbike Championship) – seventh heaven for up-and-coming young racers.

There's plenty of go-faster bling available for the RC390 in the KTM PowerParts catalogue and with the rear suspension and front brakes sorted, I reckon we could give bikes twice its capacity a run for their money.

OSCAR KORNYEI

New hoops!

Replacing the OEM-supplied Metzeler Sportec M5 tyres with a pair of Pirelli Diablo Supercorsas was an excellent move for my track day at Phillip Island.

It meant when I was grabbing a fistful of front brake at the end of Gardner Straight or at the spectacular plungeto-the-bottom hairpin after Lukey Heights, the extra feedback from the race compound allowed me to do it later and harder than I would have thought I had the guts to do on this little bike.

The Pirellis gave much more feedback than the Metzelers (helped by the fact that they were brand new) and I could push harder and harder, aided by my confidence which grew and grew and the day went on. OK



Oscar thought he was a factory-supported racer when he sat back and let the others do the dirty work for him. Bit like he is in the office, too!



Carrying high momentum into turns is the name of the game on such a small bike





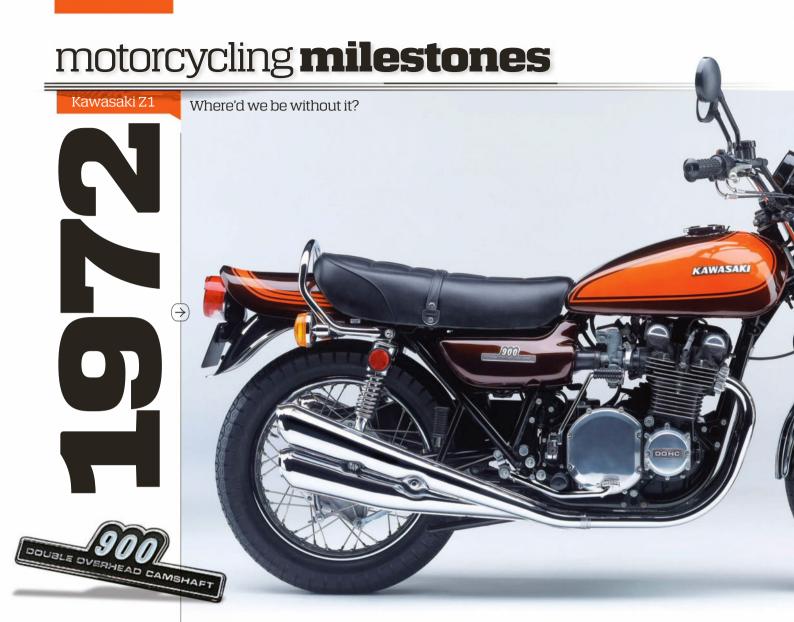


MAIN: Surely the sexiest LAMS bike on the market

1. The replacement fork seal has arrived and will be fitted soon

2. The front end is difficult to raise off the ground due to different-length fork tubes - probably due to the single disc design. You'll need a paddock stand with adjustable arms

3. The front brake is powerful enough for such a light bike, but the lever came back to the 'bars after a full day of track abuse. Bleeding them should fix it



Ouick Specs

Configuration In-line

four-cylinder four-stroke Cylinder head DOHC, two

valves per cylinder

Capacity 903cc

Bore/stroke 66 x 66mm

Compression ratio Not given Cooling Air

Fueling 4 x 28mm carburettors

Power 60kW @ 8500rpm

Torque 73.5Nm @ 7000rpm

Frame Steel tube, double cradle Front suspension Telescopic

Rear suspension Twin shock

Wheels F: 19-inch R:18-inch

Brakes F: Single disc, single piston caliper R: Single leading shoe drum

Fuel capacity 18L

Dry weight 230kg

Price \$2154 (1975, Australia)

Kawasaki declares war

In 1968 Honda changed the game forever with its CB750 – but just four years later Kawasaki's Z1 announced in no uncertain terms that it was game on

■ TEXT FRASER STRONACH ■ PHOTOGRAPHY AMCN ARCHIVES

FATE IS FICKLE at the best of times but rarely so cruel than it was to Kawasaki in 1968. Poised to launch an all-new 750cc four-cylinder four-stroke machine, it was beaten to the punch by Honda when the CB750 made its debut at the 15th Tokyo Motor Show on 26 October that year.

It was a monumental blow for Kawasaki. While Kawasaki had just debuted its wickedly fast 500cc H1 triple-cylinder two-stroke, the fact that Honda was one step ahead, if not several steps ahead, in multi-cylinder four-stoke development was devastating. Like Honda, Kawasaki was looking towards the booming USA market when its new 750cc four-cylinder four-stroke was conceived. Codenamed N600, Kawasaki had successfully

tested prototypes following nearly two years of development. Once final testing was completed that year, production was slated to begin by early 1969.

But the arrival of Honda's groundbreaking CB750 meant the N600 project was shelved immediately as Kawasaki realised it was pointless to offer a me-too follow-up on the CB750.

Nevertheless, it took until 1970 before Kawasaki decided what to do about the CB750's challenge and assembled the team it needed to move forward.

Further market research in the USA in 1970 confirmed there was room for a CB750 rival, but it had to be a four-stroke. Regardless of the performance attributes of its two-stroke triples, Kawasaki realised American riders wanted flexible

Engine room

Kawasaki adopted a twin-cam cylinder head for the Z1 as opposed to the single-cam design of Honda's CB750. The Z1's cams also acted directly on the valves via shim-adjusted inverted bucket followers, while the Honda used rocker-arm followers with screw and locknut adjustment. The Kawasaki arrangement was more robust than that of the Honda and left more room for tuning. The robust nature of the Z1 extended to the bottom-end - where the Z1 employed a roller-bearing crankshaft instead of a plain-bearing crank as per the CB750





The Z1 did say one thing in unequivocal terms and that was: game-on. The horsepower war had been declared



and predictable power and plenty of low-rpm torque, rather than the frantic power rush of something like its 500cc H1 or even the up-coming 750cc H2 two-stroke triple.

American riders, born and bred in the world of large-capacity V8 car engines, also wanted an engine that looked and sounded like what they considered to be a real engine, something that a triple-cylinder two-stroke, never did. What's more, with the seeds of the green movement already planted in the US and concerns regarding vehicle pollution becoming stronger - especially in allimportant Californian market – the future of smoky two-strokes looked bleak.

The Z1's engine development was led by Ben Inamura who was also in charge of the N600's engine, and before that, the W1 650cc four-stroke twin, up until that time Kawasaki's biggest-capacity motorcycle. Just why Kawasaki settled on the 903cc capacity is difficult to say, although being bigger than 900cc meant it could be described as a litre-class machine.

The 903cc capacity also left plenty of room to grow to a full litre or beyond, something which would come just four years later, but it was still

significantly bigger than the 736cc of Honda's CB750. During its design and development, Kawasaki was obsessed with the Z1's reliability above everything else. Even after early prototypes had successfully passed testing in 1971, final prototypes were taken to the USA in early 1972 and flogged around the Talladega Superspeedway on wide-open throttles at speeds up to 225km/h by a posse of riders including Kawasaki race team's Gary Nixon, Paul Smart and Hurley Wilbert.

This punishment was only stopped for as long as it took to replenish the 18-litre fuel tanks. Aside from a healthy appetite for rear tyres and chains, the bikes passed this torture test with flying colours.

When released in late 1972, the Z1 quickly established itself as the new king. In one move, Kawasaki had relegated Honda's CB750 to yesterday's motorcycle. Even so, the claim that the Z1 was the world's first superbike is hard to justify given the Z1 wasn't significantly different, at least in overall concept, from Honda's CB750.

But, either way, world's first superbike or not, the Z1 did say one thing in unequivocal terms and that was: game-on. The horsepower war had been declared...

Quick Facts

Kawasaki

(also called **7900**

in some markets)

DEBUT

September



PRODUCTION

NUMBER PRODUCED

(estimated)

85,000

Steak?

The Kawasaki Z1 was developed under a secret project name: New York Steak – a clue that it was primarily aimed at the US

amcnrides

Tourist Road - NSW Southern Highlands





There is plenty of fuel available at Mittagong, Moss Vale, and Albion Park, but nothing in between. The distances are short though — so it won't be a problem for most riders. There are plenty of good spots to take a break for food and drinks, and accommodation is plentiful both in the Highlands and along the coastal strip.

Fix It

South Coast Motorcycles

is on the Princes Hwy at Albion Park and there are several motorcycle shops in Mittagong, although opening hours across the weekend are limited.

Fuel Up

Mittagong Truck Stop

192 Old Hume Highway, Mittagong Ph: (02) 4872 1113

Ampol

31 Princes Hwy, Albion Park Ph: (02) 4257 1135

Eat

The Robertson Pie Shop

atop Macquarie Pass is motorcycle friendly, with many riders using it as a venue to catch up with mates. There's plenty of seating inside and out. 4400 Illawarra Hwy, Robertson

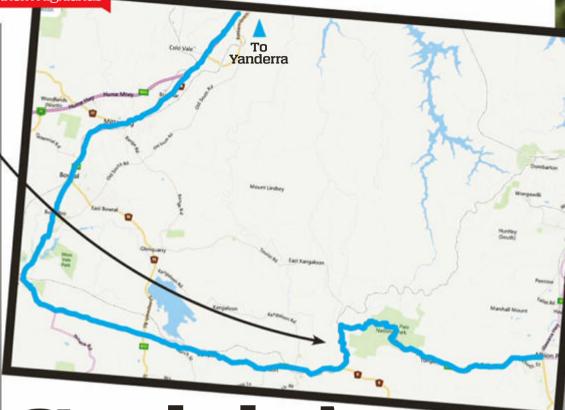
Ph: (02) 4885 1330

The Station Coffee House

in Mittagong does great coffee, food and fresh juices. 12 Station St, Mittagong Ph: (02) 4871 1171

Sleep

Jamberoo Pub is well situated at the bottom of Jamberoo Pass and has a good bistro menu. 12 Allowrie St, Jamberoo Ph: (02) 4236 0270



Cruisin

The Tourist Road offers plenty of sights like the Belmore Falls and the Illawara Fly Treetop Walk

hile part of this route is signposted as Tourist Road, the ride is actually an awesome way to avoid the swarms of tourist traffic clogging the main towns of the Southern Highlands on most weekends. We regularly use it to skirt around the busy centres of Mittagong and Bowral when we are riding from Sydney to the awesome stretches of tarmac that run up and down the escarpments on the east coast between Kiama and Nowra.

We often ride out of Sydney on the Old Hume Hwy route though Yanderra and Yerrinbool before starting this detour on Old South Road just past the orchards at Alpine. This road winds past rural properties before intersecting Range Road at a large roundabout. Turn left here to continue this ride, but note that a right turn leads straight into Mittagong, a good alternate starting point for this ride if you are coming from a different direction. Range Road takes you west past more farming properties and along a ridge that offers some great views across the surrounding Highlands. The road is a bit narrow in sections, so take care and watch for oncoming traffic on some of the blind crests.

At the T intersection, turn left onto Tourist Road for the run into the town of Robertson. The road surface is generally good with just a few bumpy patches. There are some great stands of trees along this scenic route and one particularly cool set of pale bark gums at the halfway mark. While the trees look cool, their proximity to the shoulder of the road can cause a build up of wet leaves and mulch on the edge of the tarmac.

From here you can either continue on to the end of Tourist Road, which joins the Illawarra Hwy right at the top of Macquarie Pass, or turn right at Kirkland Road and ride through East Kangaloon to intersect the main highway right in the middle of Robertson. We often take the latter option so we can drop into the Robertson Pie Shop before heading down the Pass.

There are not a lot of corners or fast sections of road along this detour, but it is far more fun than lining up behind the weekend traffic along the more populated major roadways. It's a pleasant way to work gently into a days riding before upping the pace when you get to the more interesting sections of road that lead down the mountain to the coast, and back.

TIM MUNRO



topgear

New stuff

Safe Hoodie

Grinfactor Australia \$179



roadskin.com.au

Grinfactor has released its Roadskin range of Kevlar lined protective clothing. The hoodie is an alternative to wearing a leather jacket on a hot day. Made from 100 percent cotton, the Roadskin is water resistant, is lined with 320g knitted DuPont Kevlar and comes with CE approved armour.

Oil Be Damned

Sprint Filter From \$118.80

22 (02) 9011 6130

sprintfilter.com.au

If you have a cotton gauze or foam air filter fitted to your bike, you'll know what a messy and time-consuming job it can be to clean and re-oil it. There are no such hassles with the Sprint Filter. According to the manufacturer, the Sprint Filter - made of polyester - can be blown clean with compressed air.

Smart

Kenma Australia \$109 (400Amp)

(02) 9484 0777

kenma.com.au

The SJS Smart Start Charger is a battery charger and jump-starter pack. Available in 400Amp, 500Amp and 600Amp models, all feature potent LiPo battery power packs, insulated jumper leads, USB interface adaptors and 240V AC/12V DC charging. The 500Amp costs \$139 and the 600Amp is \$199.

Ficeda Accessories \$34.95-\$179.95

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ficeda.com.au

The Oxford ChillOut range is the ideal gear as the cold weather approaches. Each garment has a windproof, water resistant outer laver and an antibacterial treatment to eradicate odours. The range includes trousers, jacket, shirt, balaclava, turtleneck, neck tube, gloves, knee

Two in

Cassons From \$449.95

52 (02) 8882 1900 cassons.com.au

22 (02) 9684 2585 kawasaki.com.au

The Dainese Rainsun jacket has a waterproof D-Dry laminated outer shell with a fully armoured mesh jacket underneath. so you can shed the shell when the weather is warm and dry. Features include zippered air vents, sanitised lining and reflective inserts, as well as two outer and two inner pockets.

Kawasaki and LKI have joined forces to produce two backpacks: one for kids and one for big kids. The Youth has a KRT screen print, organiser pocket, custom LKI tags and a 17L capacity. The Adult is laptop compatible, has media access pockets and a 28L capacity. Both have a six-month warranty.

Kawasaki Motors

\$36 (Y); \$69 (A)







































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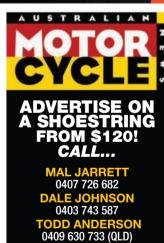
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he calendar

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Top 3 TV

AMA SX Houston Live

ESPN Sun, 12 Apr 10am



Wow! Sunday 12 April is set to be one huge day of live motorcycle racing on the box, starting with Round 14 of the AMA Supercross championship direct from Houston, Texas. Go Reedy!

WSBK Aragon Live

Foxsports 3 Sun, 12 Apr 6pm



Flick over to Foxsports 3 for Race 1 of the third round of the Superbike World Championship at 6.30pm. The world Supersport race will be aired at 7.40pm, followed by Race 2 of the Superbikes at 9.10pm.

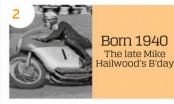
MotoGP USA Live

Foxsports 5 Sun, 12 Apr 11.30pm



It's going to be a late one with the MotoGP race from the Circuit of the Americas not starting until 12.40am Monday. The Moto3 race follows at 2am and, if you can keep your eyes open, you can catch the Moto2 race at 3,20am.

Daylight saving for NSW and Vic ends 5 April. Boo!



3 Good Friday



Mark your diary On this day Go ridin'





15



8



Born 1934 The late Tom Phillis – winner of the 1961 125cc World Championship

10



14



13



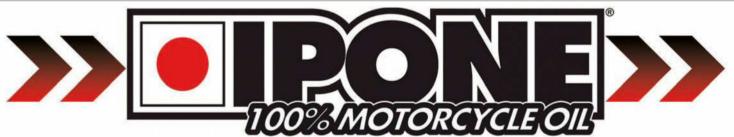
aday # Thursday 16 Apr



Naked ...We ride all-new Suzuki GSX-S1000 nakedbike!



Three new Dukes from KTM ridden! We talk to Bayliss about AMA move! 20 years since we lost Gregg Hansford



event

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Show time

3 APRIL

Bankstown Custom Motorcycle Show,

Bankstown, NSW. Trophies, stunt riders, flat track demo, supermoto demo, H-D Australia custom shop, live rock band Toxic Dolls, burnouts, trade stalls and much more. No dogs or BYO. Entry \$30. See www.hardnfast. com/motorcycle-show/bankstown.html or call (02) 9565 1793 for details.

9 MAV

Silverwater Motor Festival, Silverwater Park, Clyde, NSW. 11am to 4pm (set up from 9am). Incorporating the Silverwater Street & Custom Motorcycle Show, this grassroots event will showcase street and custom bikes and cars, as well as live music and family fun For more details email Greg Hirst via www.greghirstenterprises.com.au

29 MAY

Benalla & District Classic Car and

Motorbike Tour, Benalla, Vic. Assemble at the Benalla Art Gallery at 9am. Vehicles on historic rego are welcome. After the tour the event concludes with a show 'n' shine. For details call 0417 306 332 or email historicwinton@hotmail.com



Ride days & schools

Phillip Island Ride Days / 1300 793 423

Phillip Island, Vic

Champion's Ride Days (07) 5549 0364 Broadford, Vic Qld Raceway, Qld Barbagallo, WA Mac Park, SA

Lakeside, Qld Mallala, SA

Circuit Breakers Ride Days / 0412 348 916 The Farm, NSW

Sydney Motorsport Park Ride Days / 1300 793 423 Eastern Creek, NSW

Phoenix MCC Junior Coaching 0417 821 061 Tailem Bend, SA

Mallala, SA California Superbike School / 1300 793 423 Phillip Island, Vic Eastern Creek, NSW

Xtreme Ride Days (02) 4823 5711 Wakefield Park, **W2N**

Top Rider 1300 131 362 Broadford, Vic Marulan, NSW The Farm, NSW

Marulan Driver Training Centre Ride Days / (02) 4841 1422 Marulan, NSW



Racing where & when

Road Racing

Rd2 Rd3 12 April, Americas, US 19 Apr, Termas del Rio Hondo, AR Rd4 3 May, Jerez, ES 17 May, Le Mans, FR 31 May, Mugello, IT 14 Jun, Catalunya, ES Rd5 Rd6 Rd7 Rd8 Rd9 27 Jun, Assen, ND 12 Jul, Sachsenring, DE 9 Aug, Indianapolis, US 16 Aug, Brno, CZ Rd10 30 Aug, Donington, UK 13 Sep, San Marino, IT Rd12 Rd13 Rd14 Sep, Aragon, ES

27 Sep, Aragon, ES 11 Oct, Motegi, JP 18 Oct, Phillip Island, AU 25 Oct, Sepang, MY 8 Nov, Valencia, ES Rd15 Rd16 Rd17 Rd18 WSBI Rd3

12 Apr, Aragon, ES 19 Apr, Assen, ND Rd4 19 Apr, Assen, ND 10 May, Imola, IT 24 May, Donington, UK 7 Jun, Portimao, PT 21 Jun, Misano, IT 5 Jul, Moscow, RU R_d5 Rd6 Rd7 Rd8 Rd9 19 Jul, Laguna Seca, US Rd11

2 Aug, Sepang, MY 20 Sep, Jerez, ES 4 Oct, Magny-Cours, FR Rd12 18 Oct, Losail, QT AUS Rd2

15-17 May, Mallala, SA 26-28 Jun, Sydney M'sport Park, NSW 20-20 Juli, Sydney Misport Park, NSW 14-16 Aug, Queensland Raceway, Qld 25-27 Sep, Wakefield Park, NSW 23-25 Oct, Winton, Vic 4-6 Dec, Sydney M'sport Park, NSW Rd4 Rd5 Rd7

ASBK 10-12 Apr, Morgan Park, Qld 22-24 May, Barbagallo, WA 4-6 Sep, Symmons Plains, Tas 2-4 Oct, Phillip Island, Vic Rd3 Rd4

MRRDA

Rd2 7-8 Jun, Morgan Park, Qld 8-9 Aug, Braodford, Vic 7 Nov, Sydney M'sport Park, NSW Rd3 RdA BAR Rd2 23-25 Nov, Hampton Downs, NZ 4-6 Apr, Donington Park, LEI
7-19 Apr, Brands Hatch, KEN
2-4 May, Oulton Park, CHS
19-21 June, Snetterton, NFK
3-5 July, Knockhill, FIF
7-19 July, Brands Hatch, KEN
31 Jul-2 Aug, Thruxton, HAM
21-23 Aug, Cadwell Park, LIN
4-6 Sep, Outton Park, CHS
18-20 Sep, TT Circuit Assen, ND
2-4 Oct, Silverstone, NTH
16-18 Oct, Brands Hatch, KEN
AMERICA Rd1 Rd2 Rd 3 Rd 4 Rd5 Rd6 Rd7 Rd8 Rd9 Rd10 Rd11

Rd12 MO 10-12 Apr, Circuit of the Americas, TX 17-19 Apr, Road Atlanta, GA Rd1 15-17May, Virginia Int Raceway, VA 29-31 May, Road America, WI 12-14 Jun, Barber M'sports Park, AL Rd3 Rd4 Rd6 26-28 Jun, Miller M'sports Park, ÚT Rd7

17-19 Jul, Laguna Seca, CA 7-9 Aug, Indianapolis, IN 11-13 Sep, New Jersey M'sports Park, NJ Rd9

Off Road Racing

16 May, Hangtown, CA 23 May, Glen Helen, CA 30 May, Thunder Valley, CO 6 Jun, Blountville, TN 13 Jun, High Point, PA 27 Jun, Budds Creek, MD Rd1 Rd2 Rd4 Rd5 Rd6 Rd7 Rd8 4 Jul, Red Bud, MI 18 Jul, Millville, MN Rd9 25 Jul, Washougal, WA 8 Aug, Unadilla, NY 15 Aug, Tooele, UT Rd10 Rd 11 22 Aug, Crawfordsville, IN

AMA SUPERCROSS

11 Apr, Houston, TX 18 Apr, Santa Clara, CA 25 Apr, E Rutherford, NJ Rd16 Rd18

25 Apr, E Rutherford, NJ 2 May, Las Vegas, NV 17 Oct, Las Vegas, NV 17 Oct, Las Vegas, NV 19 Apr, Arco di Trento, IT 26 Apr, Valkenswaard, ND 10 May, Talavera de la Reina, ES 24 May, Matterley Basin, GB 31 May, Villars sous Ecot, FR 14 Jun, Maggiora, IT 21 Jun, Teutschenthal, DE 5 Jul, Uddevalla, SE 12 Jul, Kegums, LV 26 Jul, Loket, CZ 2 Aug, Lommel, BE Rd4 Rd6 R_d8 Rd9 Rd11 Rd12 Rd13 Rd14 2 Aug, Lommel, BE Rd16 16 Aug, TBA 30 Aug, Assen, ND Rd17 30 Aug, Assen, ND Rd18 13 Sep, Leon, MX Rd19 20 Sep, Glen Helen, US FIM MX OF NATIONS 27 Sep, Ernée, FR FIM TRIAL WORLD CUP

25-26 Apr, Motegi, JP 30-31 May, Sokolov, CZ 6-7 Jun, Boras Motorstadion, SE Rd3 6-7 Jun, Boras Motorstadion, SE Rd4 13-14 Jun, Penrith, UK Rd5 27-28 Jun, Andon, FR Rd6 4-5 Jul, Sant Julià de Loria, AD Rd7 25-26 Jul, Stepping Stone Ranch, US Rd8 5-6 Sep, Paços de Ferreira, PT Rd9 12-13 Sep, Jerez de la Frontera, ES FIM TRIAL DES NATIONS 19 Sep, Tarragona, ES



Radio

2RRR 88.5FM Ride Rage Radio Tuesdays 5pm 2CCR 90.5FM

Ride Tuesdays 7pm

Listen from anywhere at: www.riderageradio.com and www.2ccrfm.com

App of the issue

Pro HDR X \$2.49 Apple



This new version of Pro HDR is the best way to capture great photos with your iPhone when you're out on a ride. You can manually select three exposure areas for the perfect shot every time.



Rally the troops

9 APRIL

Garage Party, Gasoline Alley H-D, 3445
Pacific Hwy, Slacks Creek, Qld. Discover the freedom of riding your own Harley-Davidson at an event that's just for women. Doors open 5.30pm. Book at (07) 3442 2300 or see www.gasolinealleyharleydavidson.com.au

24-26 APRIL

28th Autumn Leaf Motorcycle Rally,

Tumorrama Hall, on Wee Jasper Road, 35km east of Tumut, NSW. Firewood, water, catering, bonfire, gymkhana, live music, trophies and more. BYO. Entry \$20 at the gate includes badge. For more details call 0424 042 275 (between 7-8pm), email tvriders@hotmail.com or check out www.angelfire.com/in/tvrmc

1-2 MAY

Emu Rally, Chinamans Track Picnic Ground, Mt Cole, via Warrak, Vic. A back to basics rally hosted by Ararat Motor Cycle Club. BYO food and drink, plenty of camping, on-site toilet and barbecue gas. Entry \$15 at the gate includes badge. For more information contact Greg on (03) 5352 4957 or Wally on (03) 5352 2850.

2 MAY

Brass Monkey Rally, Rydal Showground, signposted from Lithgow, NSW. Bike show,

licenced bar, tattoo comp, gymkhana, bands, bonfire, burnout comp, hot food, trade stalls and rally awards. Entry \$25. No dogs allowed and no BYO. For details call 0448 245 377 or see www bikersaustralia com au

9 MAY

Loaded Dog Rally, Tarago Showgrounds, Tarago, NSW. Firewood, food, pub bus and catering. BYO. Entry \$20 prepaid or \$25 at the gate including badge. For more details call Jim or Lynne on 0432 215 072 or email lynneandiim@grapevine.com.au

16 MAY

Annual 100 Mile Ride, Rockingham, WA. Presented by Bikers Against Child Abuse. Departs The Loose End Social Club, 35 Kent Street, Rockingham. Register from 8.30am; ride departs 9.30am. Hot food, great ride, live entertainment, cold drinks, prizes, raffles and more. For more information phone 0409 331 599.

29-31 May

39th Historic Winton, Winton Motor Raceway, Benalla, Vic. More than 400 racebikes and cars from the 1920s through to the 1980s going head-to-head on the track. Racing all day Sunday. Weekend pass \$50; Saturday \$25; Sunday \$35. For details call (03) 5428 2689 or see www.historicwinton.org

31 MAY

2015 Canteen Charity Ride, Sun City Harley-Davidson, 735 Woolcock Street, Townsville, Qld. Ride starts at 9am. \$25 per rider and \$5 per pillion. Proceeds to Canteen, the organisation for young people living with cancer. For more details call (07) 4774 2355 or email clothes@suncityhd.com.au

5-8 JUNE

Rallyman Rally, Grevillia, 30km north of Kyogle, NSW. Motorcycles, mountains and music at the old sawmill site in the middle of Grevillia Village. Food and alcohol on-site, plenty of camping, firewood and live music. Free entry; badge \$10. For more information call Kog on (02) 6633 3104.

5-8 JUNE

Wintersun Run, Olympic Park, Johnsons Bend, Mildura, Vic. Bush setting on the banks of the Murray River, with bitumen road to site. Fully catered, toilets, hot showers, free firewood, trade stalls, live music, local rides and more. Entry \$20 prepaid or \$25 at the gate including badge. For more details call Bob on 0401 409 837, Leanne on 0427 276 292, Stepehen on 0409 437 933, or email wintersunrun@gmail.com

7-8 JUNE

Alpine Rally, Yarrangobilly Homestead,

Snowy Mountains Hwy, NSW. Entry \$22 prepaid or \$25 at the gate. For more information call Henning Jorgensen on 0457 034 488.

19-22 JUNE

Casper Rally, Bummaroo Ford Camping Area, Abercrombie River between Taralga and Black Springs, NSW. A back-to-basics rally presented by BMW Touring Club of NSW. Toilets, drinking water and firewood. Raffle and awards. Entry \$15. For more information contact Andy on (02) 4422 3096.

31 JULY-2 AUGUST

Hat Rally, 26km south of Braidwood at Araluen, NSW. A back-to-basics rally. BYO everything; \$5 breakfast Sunday morning. Entry \$20 includes badge and raffle ticket. Usual awards. For more details call Chris on 0447 256 154.

28-30 AUGUST

Peregrine Motorcycle Rally, Jabuk Reserve, Jabuk, SA. Barbecue, breakfasts, coffee/tea and soup. Gymkhana on Saturday and rally awards on Sunday. Prepaid \$15 or \$20 at the gate; \$10 for day-trippers and children, including badge. For more information and maps see www.pilgrimcmc.com or sms/call Chris on 0402 428 468.



HIGH PERFORMANCE BRAKE PADS

HIGH QUALITY - OE MANUFACTURER

ONE TOUCH FINGER BRAKING

POWERFUL STOPPING IN WET OR DRY CONDITIONS

COMPREHENSIVE RACING RANGE



buyersguide

A-Z OF	NEW '	BIK	E PRICES

Red text denotes Editor's	pick /	* Claimed /	** Me	asured	9 9										5
Model	Price \$AUD	Engine CC, type	Power	Torque Nm	Weight kg	Tested Vol / No.	LAMS	Model	Price \$AUD	Engine CC, type	Power	Torque Nm	Weight kg	Tested Vol / No.	LAN
Aprilia		- 1, 51				ilio gom	011	Spyder RT	\$31,490		85.8*	130.1*	459*	60/10	×
•	_			_	_	ilia.com	_	Spyder RT-S	\$39,950	1330, Triple	85.8*	130.1*	459*	59 / 16	×
Caponord ATC/ABS	\$21,490		92*	114*	247d*	64 / 13	×	Spyder RT Limited	\$41,990		85.8*	130.1*	459*	NT	×
Dorsoduro 1200 ATC/ABS Dorsoduro 750 ABS	\$13,990	1197,V-twin 750,V-twin	96* 67*	115* 82*	212d* 198d*	62/09 60/20	X X	Spyder ST-S	\$25,490		74.5* 74.5*	108*	392*	NT NT	×
RSV4R APRC/ABS	\$22,490		135*	117*	186d*	63/24	×	Spyder ST Limited	\$28,990	998, V-twin	74.5*	108*	392*	NI	×
RSV4 Factory APRC ABS	\$28,290	999, V4	135*	117*	181d*	63/24	×	CFMoto			n	noiomo	ntorcyc	les.com	1.211
Scarabeo 200 ie	\$4990	181, Singe	14*	17*	146d*	NT	✓		\$2690	140 Single	9.1*	13*	129d*	62/3	
Shiver Sport 750 ABS	\$12,990		89*	81*	189d*	64/16	×	V Night 150 Jetmax 250	\$4190	149, Single 249, Single	16.5*	21*	200d*	NT	l v
SR50R	\$3990	49, Single	4*	4.8*	107d*	54/20	\ \ ,	Leader 150	\$2190	149, Single	10:5	12*	116d*	NT	\ \
SR Max 300 SR MT 50 2T	\$6490 \$2450	278, Single 49, Single	16* 4*	23* 5.2*	161d* 102d*	NT 54/21	√ √	V5	\$4195	244, Single	11*	17.6*	166d*	NT	√
SR MT 125 4T	\$3290	124, Single	7*	10*	119d*	NT	l v	650NK	\$6290	649, P-twin	41.5*	62*	193d*	63 / 12	- ✓
SRV 850	\$14,990		55*	76*	260d*	63/02	×	650TK	\$7790	649, P-twin	41.5*	56*	208d*	63 / 11	√
Tuono V4 R APRC ABS	\$20,490		125*	110*	183d*	63/25	×	Confederate	W			CO	nfedera	ate.com	211
Benelli					ben	elli.com	.au	X132 Hellcat	\$79,990	2163, V-twin	99*	204*	226*	54 /15	ı.au ×
BN 251	TBA	249cc, Single	18*	21*	150d*	NT	√	X132 Hellcat Combat	\$94,990	2163, V-twin	120*	216*	223*	NT	×
BN 302 (LAMS)	\$5590	300, P-twin	27*	27*	185w*	NT	l v	R 131 Hellcat Speedster	TBA	2163, V-twin	90*	189*	226*	NT	×
BN 600GT	\$8990	600, Four	60*	55*	223w*	NT	×	R 131 Fighter	TBA	2163, V-twin	120*	NG*	208*	59 / 15	×
BN 600GTS (LAMS)	\$8990	600, Four	44*	NG	223w*	NT	√	R 135 Wraith Combat	TBA	NG	NG*	NG*	NG*	NT	×
BN 600i	\$8990	600, Four	60*	52*	208w*	NT	×	Daelim					dael	im.com	1.a11
BN 600RS	\$9990 \$8990	600, Four	60* 44*	52*	208w*	63 / 14	×	B Bone 125	\$3490	125 6:!-	NG	NG	NG	NT	
BN 600S (LAMS) TNT 899	\$16,990	600, Four 899, Triple	92*	NG 88*	208w* 202w*	63 / 4 62 / 19	×	Besbi Besbi	\$3490	125, Single 125, Single	NG*	NG*	NG*	NT NT	V
TNT 1130 R	\$22,690		116*	120*	202w*	63 / 12	×	Daystar	\$4920	246, Single	18.6*	NG	160d*	NT	\ \
Tre-K 1130	\$18,490		92*	112*	205w*	62 / 20	×	S1	\$2990	125, Single	NG	NG	127*	NT	√
Tre-K Amazonas 1130	\$19,690		92*	112*	205w*	58/6	×	VJF250 EFI	\$3990	246, Single	18.6*	NG*	165d*	60 / 17	✓
Bimota				bimot	aaustra	ilia.com	.au	Ducati					duc	ati.com	ı.au
BB3	\$72,888	999, Four	141*	112*	179d*	64/3	×	Scrambler ICON (Ducati Red)	\$12,990*	803 / L-twin	55*	68*	170d*	64/14	×
DB5 R		1078, V-twin	73*	105*	169d*	NT	×	Scrambler ICON ('62 Yellow)		803 / L-twin	55*	68*	170d*	64/14	×
DB8 Oro Nero	\$84,990	1198, V-twin	126*	127*	159d*	59/9	×	Scrambler URBAN ENDURO		803 / L-twin	55*	68*	170d*	64/14	×
DB8 SP		1198, V-twin	126*	127*	164d*	61/1	×	Scrambler CLASSIC		803 / L-twin 803 / L-twin	55* 55*	68*	170d* 170d*	64/14 64/14	×
DB9 DB10		1198, V-twin 1078, V-twin	120* 73**	128* 105*	174d* 168d*	62 / 1 61 / 24	x x	Scrambler FULL THROTTLE Streetfighter 848		849, L-twin	97*	68* 93.5*	199w*	64/15	×
DB10		1198,V-twin	119*	131*	175d*	NT	l x	Monster 659 LAMS ABS	\$12,990	659, L-twin	38*	46.6*	186w*	62/4	\ \
Tesi 3D EVO		1078,V-twin	73*	105*	167d*	62/14	×	Monster 696 ABS	\$13,990	696, L-twin	58.8*	69*	186w*	58 / 12	×
Tesi 3D NAKED	\$55,990	1078,V-twin	75**	94*	167d*	63/3	×	Monster 796 ABS	\$15,990	803, L-twin	64*	78*	188w*	60 / 22	×
DMM			0				0.00	Monster 821 Dark	\$16,290	821, L-twin	64* 64*	78* 78*	188w* 188w*	60 / 22	
BMW				bmw	motori	ad.com	_	Monster 821 Red Monster 821 White	\$16,790	821, L-twin 821. L-twin	64*	78*	188w*	60 / 22	
C 600 Sport	\$13,990		44*	66*	237d*	63 / 16	✓	Monster 1200 ABS	\$19,990	1198, L-twin	99.3*	118*	209w*	NT	×
C 650 GT	\$14,990		44*	66*	249d*	61 / 19	✓	Monster 1200 S Red	\$24,290	1198, L-twin	106.6*	124.5*	209w*	63 / 16	×
F 700 GS	\$12,890		55*	77* 77*	186d*	62 / 11	×	Monster 1200 S White	\$24,490		106.6*	124.5*	209w*	63 / 16	×
F 700 GS LS F 800 R	\$13,140 \$13,100		55* 64*	86*	186d* 177d*	NT 58/8	×	Multistrada 1200 ABS	\$22,990		110.3* 110.3*	124.5 124.5	224w* 234w*	60 / 14 62 / 8	×
F 800 GT	\$16,300		66*	86*	213w*	62 /18	×	Multistrada 1200 S Touring Multistrada 1200 S Granturismo	\$28,490 \$30,490		110.3*	124.5	234W* 245W*	62 / 8	×
F 800 GS	\$16,690		63*	83*	191d*	62 / 16	×	Multistrada 1200 S Pikes Peak	\$31,990	1198, L-twin	110.3*	124.5	222w*	NT	×
F 800 GS LS	\$16,940		63*	83*	191d*	NT	×	Hypermotard Red	\$16,990	821, L-twin	81*	89*	198w*	62 / 21	×
F 800 GS Adventure	\$18,650		63*	83*	229w*	63 / 23	×	Hypermotard Black	\$17,290	821, L-twin	81*	89*	198w*	62 / 21	×
G 650 GS	\$9,990		35* 35*	60* 60*	175d* 177d*	61 / 18	\ \ \	Hypermotard SP	\$21,490	821, L-twin	81*	89*	194w*	64/11	×
G 650 GS Sertão K 1300 S	\$10,990 \$23,990		129*	140*	228d*	64 / 12 59 / 21	×	Hyperstrada Diavel Dark ABS	\$17,990	821, L-twin	81* 119*	89* 130.5*	204w* 239w*	63/1	×
K 1300 S	\$21,990	1293, Four	127*	140*	217d*	61 / 17	l ^	Diavel Carbon Red	\$24,990 \$30,290		119*	130.5*	239w* 234w*	63 / 23 62 / 11	×
K 1600 GT	\$35,990		118*	175*	306d*	61 / 17	×	Diavel Carbon White	\$30,490		119*	130.5*	234w*	62 / 11	×
K 1600 GTL	\$37,590		118*	175*	321d*	60/25	×	899 Panigale Red	\$19,990		109*	99*	193w*	63 / 21	×
K 1600 GTL Exclusive	\$42,500		118*	175*	360w*	NT	×	899 Panigale White	\$20,490	899, L-twin	109*	99*	193w*	63 / 21	×
R nineT	\$21,250	1170, Boxer	81*	119*	222w*	63 / 23	×	1199 Panigale ABS		1198, L-twin	143*	132*	190w*	62/5	×
R 1200 R	\$21,950		81* 92*	119* 125*	203d*	64/15 63 / 16	x x	1199 Panigale S ABS		1198cc, L-twin	143* 143*	132*	190w* 190w*	62 / 24 NT	×
R 1200 RT R 1200 GS	\$30,790		92*	125*	274w* 238w*	63 / 16	×	1199 Panigale S Tricolore ABS 1199 Panigale R ABS		1198cc, L-Twin 1198cc, L-Twin	143*	132* 132*	190w* 189w*	62 / 19	×
R 1200 GS R 1200 GS Adventure	\$24,550		92*	125*	260w*	64/11	×	1299 Panigale S ABS		1285cc, L-Twin	150.8*	144*	190.5w*	NT	×
S 1000 R	\$19,290		118*	112*	207w*	64/11	×	1299 Panigale ABS		1285cc, L-Twin	150.8*	144*	190.5w*	64/16	×
S 1000 RR	\$22,990		148*	130*	178d*	64/10	×	*		, =					
BRP					brp.c	com/en	-au	EBR	\$50,000	1100 V turis	130.5*	erikbi 131.5*	uellraci 176w*	ng.com 63 / 11	ı.au ×
All prices include on-road costs						,		1190 RS Carbon 1190 RX	\$26,990	1190, V-twin 1190, V-twin	130.5* 137.9*	131.5* 137.8*	1/6w* 190w*	63/11	
Spyder RS	\$19,990	998, V-twin	74.5*	108*	326*	58/9	×	1190 SX	\$23,490		137.9*	137.8*	188w*	NT NT	×
Spyder RS-S		998, V-twin	74.5*	108*	326*	59/9	×	1190 AX	TBA	1190, V-twin	NG*	NG*	NG*	NT	×
			0.0		0.00			(4.0)							

Limited Edition Aprilia RSV4

The Aprilia RSV4 RF Superpole Limited Edition - designed to celebrate the success the Italian marque has achieved in the World Superbike Championship - will hit Australian shores in June.

The limited edition RSV4 will cost \$31,000 (+ORC) and will feature Öhlins suspension, forks and steering damper. It

will also feature red aluminium forged wheels and a unique Superpole livery, which pays homage to Aprilia's racing success. Only 500 units will be released worldwide.

Aprilia Australia has been able to secure 25 models and each will be stamped with its production number. With so few being made available

Down Under, Aprilia expects the bikes to be be sold out very quickly. Contact your nearest Aprilia dealer or visit: www. aprilia.com.au

The RSV4 Factory is one of our favourite bikes and the 999cc V4 engine packs 135kW (181hp) of power, 117Nm of torque and weighs 181kg dry (all claimed figures).



EC250 (Electric start) EC250R S10 EC300 (Electric start) EC300R (Kickstart) EC350 4T EC450 4T S10 Harley-Davidson All prices include on-road costs Breakout S10	10,699 10,799 11,399 11,599 10,699	199, Single 2T 249, Single 2T 249, Single 2T 299, Single 2T 299, Single 2T	NG NG NG	gasga NG NG	107d*	ilia.com	_	NC750D (Integra) NC750SA	\$11,199 \$8799	745, P-twin 745, P-twin	40.3* 40.3*	60.8* 68*	237w* 216w*	NT 62 / 7	×
EC200R	10,699 10,799 11,399 11,599 10,699	249, Single 2T 249, Single 2T 299, Single 2T	NG	NG	107d*		_	NC750SA		745, P-twin	40.3*	68*	216w*	62/7	
EC250 (Electric start)	10,699 10,799 11,399 11,599 10,699	249, Single 2T 249, Single 2T 299, Single 2T	NG				V	Lineaus (n.)							
EC250R	10,799 11,399 11,599 10,699	249, Single 2T 299, Single 2T			107d*	53/9	V	NSC110 (Dio) NSS300A (Forza)	\$4199 \$6,999	110, Single 279, Single	NG NG	NG NG	102w* 192w*	NT 63/7	√ √
EC300 (Electric start) \$1 EC300R (Kickstart) \$1 EC3504T \$1 EC450 4T \$1 EC450 4T \$1 Harley-Davidson All prices include on-road costs Breakout \$2	11,399 11,599 10,699	299, Single 2T		NG	107d*	NT	· /	NVS50 (Today)	\$1849	50, Single	NG	NG	75w*	NT	V
EC300R (Kickstart)	11,599 10,699		NG	NG	108d*	53/9	✓	PCX150 (WW150)	\$4199	153, Single	NG	NG	130w*	NT	V
EC450 4T \$1 Harley-Davidson All prices include on-road costs Breakout \$2:			NG	NG	108d*	64/18	✓	VT400 Shadow (LAMS)	\$9399	399, P-twin	NG	NG	252w*	52/22	V
Harley-Davidson All prices include on-road costs Breakout \$28	11,995	249, Single 4T	NG	NG	108d*	53/9	✓	VT750S	\$8099	745, P-twin	40.3*	60.8*	232w*	60/6	×
All prices include on-road costs Breakout \$2		449, Single 4T	NG	NG	115d*	53/9	×	VT750 Shadow	\$11,749	745, P-twin	40.3*	60.8*	257w*	NT	×
All prices include on-road costs Breakout \$2				borlov	dovido	00 0000		VT1300CXA	\$15,599	1312, V-twin	55*	79*	309w*	60/24	×
Breakout \$2			_	папеу-	uavius	on.com	.au	VFR800F	\$14,599	782, Four	77.9*	75.1*	242w*	64/11	×
								VFR800X VFR1200F	\$14,499	782, Four 1237, Four	77.9* 127*	75.1* 111*	242w* 267w*	64 / 11 60 / 4	×
Custom I200		1690, V-twin	NG	130*	322w*	62 / 25	×	VFRI200F VFR1200X	\$17,499	1237, Four	94*	111*	275w*	62 /13	×
CVO Limited \$5	50.995	1200, V-twin 1801. V-twin	NG NG	105* 156*	265w* 429w*	NT 56 / 11	×	VINIEGOX	\$11,400	IEST, Tour	24		LISW	02/15	
		1801, V-twin	NG	160*	378w*	58 / 17	×	Husqvarna		r	nusqva	ırnamo	torcyc	les.com.	.au
		1801, V-twin	NG	151*	330w*	NT	×	TE 125	\$10.005	124, Single 2T	NG	NG	109d*	NT	V
CVO Softail Deluxe \$4	14,995	1801, V-twin	NG	143*	355w*	56 / 11	×	TE 250		249, Single 2T	NG	NG	109d*	NT	V
		1801, V-twin	NG	156*	439w*	64/9	×	TE 300		293, Single 2T	NG	NG	109d*	NT	V
		1690, V-twin	NG	138*	372w*	64/9	×	FE 250		250, Single 4T	NG	NG	105d*	NT	✓
		1690, V-twin	NG	138*	411w*	56 / 22	×	FE 350		349, Single 4T	NG	NG	105d*	NT	✓
		1690, V-twin 1690, V-twin	NG NG	131* 134*	310w* 313w*	63 / 17 57 / 11	×	FE 450		449, Single 4T	NG	NG	105d*	NT	V
		1690, V-twin	NG	134*	313w*	59/9	×	FE 501	\$14,495	510, Single 4T	NG	NG	183d*	NT	√
		1200, V-twin	NG	97*	255w*	60/7	×	Hvosung					hyocu	ng.com.	211
Heritage Softail Classic \$2	29,995	1690, V-twin	NG	132*	341w*	48/3	×	7			_		, , , , ,	0	_
		1200, V-twin	NG	73*	255w*	63 / 19	×	GT250R	\$3790	249, V-twin	21*	22*	159d*	61/6	V
			NG	126*	302w*	63 / 22	×	GV250	\$4290	249, V-twin	20*	22*	167*	55 / 2	V
		1247, V-twin 1690, V-twin	NG NG	111* 138*	302w* 385w*	56 / 5 64 / 9	×	GT650R GV650S	\$5890 \$6490	647, V-twin 647, V-twin	40* 40*	67* 67*	208d* 220d*	59 / 3 59 / 3	√ √
		1690, V-twin	NG	138*	371w*	NT	×	GV650C	\$6490	647, V-twin	47*	58*	220d*	60/7	V
		1200, V-twin	NG	97*	255w*	62/6	×	010300	\$0470	O41, V LWIII	41	50	ZZJu	0071	_
		1690, V-twin	NG	134*	330*	NT	×	Indian			india	nmotoi	rcycle.c	com/en-	-au
		1690, V-twin	NG	134*	318*	61 / 22	×	Scout	\$17,995	1133, V-twin	74.7*	97.7*	253d*	64/10	×
		1690, V-twin	NG	134*	330*	48/3	× √	Chief Classic	\$28,995	1811. V-twin	NG	138.9*	370d*	63 / 03	×
		494cc V-twin 1690, V-twin	NG NG	40* 130*	222w* 305w*	64/17 62 / 23	×	Chief Vintage	\$31,495	1811, V-twin	NG	138.9*	379d*	63 / 03	×
Street Glide	22,495	1690, V-twin	NG	138*	372*	63 / 10	×	Chieftain	\$35,995	1811, V-twin	NG	138.9*	389d*	63 / 19	×
	34.995	1690, V-twin	NG	138*	372*	64/9	×	Roadmaster	\$38,995	1811, V-twin	NG	138.9*	418d*	NT	×
	14,750	883, V-twin	NG	73*	255w*	NT	×	Kawasaki					korwoci	aki.com.	011
		1200, V-twin	NG	96*	271w*	NT	×				_	_	_	_	_
		1690, V-twin	NG	126	330w*	56 / 22	×	1400GTR (ABS)	\$24,999	1352, Four	115*	139*	304w*	59 / 10	×
		1690, V-twin	NG	138	414w* 307w*	NT F2 / 22	×	ER-6nL (ABS)	\$9999	649, P-twin	39*	56*	206w*	NT Fo. (47	V
V 1100		1247, V-twin 1690, V-twin	NG NG	115 131*	307W*	53 / 23 61 / 23	×	ER-6n (ABS) KLR650	\$9999 \$8099	649, P-twin 651, Single	53* 26*	64* 40*	206w* 194w*	58 / 17 63 / 5	×
Wide Olide \$22	24,993	1090, V-tWIII	NG	131	310W	01/23	^	KLX250S	\$6299	249, Single	11*	17*	134w*	NT	V
Honda			ho	ndamo	otorcvc	les.com	.au	KLX450R	\$10,999	449, Single	41*	NG	126w*	57/3	V
CB125E \$2	2099	124, Single	10*	10.1	137w*	61 / 18	√	KLX150L	\$4099	144, Single	8.6*	11.3*	115w*	NT	✓
	4049	124, Single	10*	10.1*	137w*	61/4	V	Ninja 300	\$6199	296, P-twin	29*	27*	172w*	62/7	✓
	\$5510	249, Single	18.6*	22.9*	161w*	60 / 23	· /	Ninja 300 Special Edition	\$6399	296, P-twin	29*	27*	172w*	NT	V
	\$6010	249, Single	18.6*	22.9*	165w*	60 / 11	✓	Ninja 300 ABS	\$6699	296, P-twin	29*	27*	172w*	NT	V
	5699	286, Single	22.7*	27*	161w*	NT	✓	Ninja 300 Special Edition ABS	\$6899	296, P-twin	29*	27*	172w*	NT	√
	5799	286, Single	22.7*	27*	160w*	NT	✓	Ninja 650L (ABS)	\$10,499	649, P-twin 649, P-twin	39* 53*	56* 64*	211w*	NT 59 / 2	
	6099	286, Single	22.7*	27*	163w*	NT	V.	Ninja 650 (ABS) Ninja 1000	\$10,499	1043, Four	104.5*	111*	211w* 231w*	60 / 14	×
	11,199	399, Four	39*	38*	200w*	62 / 11	√ √	Z1000 ABS	\$16,799	1043, Four	104.5*	111*	221w*	63 / 15	×
	7499	471, P-twin	35*	43*	192w*	62 / 17	√ √	Ninja ZX-6R	\$14,999	599, Four	94.1*	66.7*	191w*	58 / 24	×
	\$7599 \$7499	471, P-twin	35*	43*	192w*	62/22	<i>y</i>	Ninja ZX-6R (636) ABS	\$16,649	636, Four	96.4*	71*	194w*	62 / 12	×
	7799	471, P-twin 471, P-twin	34.4** 34.4**	42.4* 42.4*	192w* 194w*	62 / 21 62 / 21	V	Ninja ZX-10R	\$18,999	999, Four	147.1*	112*	198w*	62 / 17	×
	14,390	599, Four	88*	66*	186d*	62 / 19	×	Ninja ZX-10R (ABS)	\$20,499	999, Four	147.1*	112*	201w*	62 / 17	×
	59999	649. Four	64*	63*	206w*	63 / 20	×	Ninja ZX-14R (ABS)	\$20,299	1352, Four	147.2*	162.5*	268w*	61 / 14	×
	10,599	649, Four	64*	63*	211w*	NT	×	Ninja ZX-14R (ABS) SE	\$21,999	1352, Four	147.2*	162.5*	268w*	61 / 15	×
	16,899	999, Four	113.78**	98.09**	198.1w**	63 / 24	×	Versys (ABS)	\$9999	649, P-twin	47*	61*	211w*	62/24	×
	17,899	999, Four		*98.09**	210w**	63 / 05	×	Versys 650 LAMS (ABS) Versys 1000	\$9999	649, P-twin 1043, Four	39* 86.8*	56* 102*	211w* 239w*	NT 62/1	×
	5,699	249, Single	17*	NG	147w*	NT	V	Vulcan S ABS	\$10,999	649, P-twin	N/G	N/G	239W* 226W*	64/16	× /
	5499	197, Single	NG	NG	136w*	NT	✓	Vulcan 900 Classic	\$12,499	903, V-twin	35*	77*	281w*	56/9	×
	7399	670, P-twin	38*	62*	226w*	64/7	×	Vulcan 900 Custom	\$12,499	903, V-twin	35*	77*	281w*	NT NT	×
	10,899	670, P-twin	38*	62*	234w*	NT 62/7	X	Vulcan 1700 Classic (ABS)		1700, V-twin	55*	135*	349w*	61/4	×
	9,099 18,499	670, P-twin 1261, Four	38* NG	62* NG	219w* 338w*	63/7 NT	X	Vulcan 1700 Nomad (ABS)		1700, V-twin	54*	136*	382w*	59/1	×
	25,199	1832, Six	73.9**	143.4**	385w*	63 / 24	×	Vulcan 1700 Vaquero (ABS)		1700, V-twin	54*	135*	383w*	NT	×
	35,799	1832, Six	88*	167*	421w*	61 / 16	×	Vulcan 1700 Voyager (ABS)		1700, V-twin	54*	135*	406w*	58 / 25	×
GL1800 Goldwing \$3															
	20,199	1832, Six	88*	167*	341w*	50 / 14	×	W800 Z800 ABS	\$12,499	773, P-twin 806, Four	35* 83*	60* 83*	217w* 231w*	63 / 4 62 / 15	×

1299 Panigale price announced

Ducati Australia has announced the pricing for its new 1299 Panigale models, prior to their arrival in late April/early May. The 1299 Panigale will retail for \$27,990, while the 1299 Panigale S will cost \$34,990. The price represents a \$1000 increase over the outgoing 1199 Panigale.

With an unprecedented 116mm bore, the 1285cc Superquadro engine delivers a claimed 144.6Nm of torque and 152kW (205hp) of power.

It's dry weight is a claimed 166.5kg. The monocoque chassis now has a steering head angle of 24° for improved turn-in, while the swingarm pivot is 4mm lower

to improve rear grip. Its electronics package includes the Bosch Inertial Platform for cornering ABS and DTC, Ducati Wheelie Control and Ducati Quick Shift. The S version also features semi-active suspension. Visit your nearest Ducati dealer or go to: www.ducati.com.au



buyersguide

Red text denotes **Editor's pick** / * Claimed / ** Measured

Model	Price \$AUD	Engine CC, type	Power kW	Torque Nm	Weight kg	Tested Vol / No.	LAMS
KTM					k	tm.com	.au
200 EXC 250 EXC 300 EXC 300 EXC 550 EXC-F 350 EXC-F 450 EXC 500 EXC 690 Enduro R 200 Duke 390 Duke 690 Duke 690 Duke RC 390 690 SMC R ABS 1050 Adventure 1190 Adventure 1190 Adventure R 1290 Super Adventure 1290 Super Duke R	\$11,995 \$12,995 \$12,995 \$13,495 \$13,795 \$13,995	1195, V-twin 1195, V-twin 1195, V-twin 1301, V-twin	NG NG NG NG NG NG S19* 32* 50.* 51.5* 32* 49* 70* 110* 110* 110* 110* 132*	NG N	99.5d* 101.9d* 102d* 102d* 111d* 111d* 111d* 139d* 129.5d* 139d* 149.5d* 149.5d* 140.5* 212d* 184d* 212d* 217d* 229d* 189d*	NT 49/17 49/21 57/2 NT 57/2 NT 59/17 61/32 62/21 61/22 59/22 NT 63/21 64/18 59/25 63/1 63/23 64/18 64/11	\frac{\sqrt{\sq}\sqrt{\sq}}}}}}}}}} \sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sq}}}}}}}}\sqrt{\sq}}}}}}}}}}} \sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sqrt{\sq}}}}}}}}}} \sqit{\sqrt{\sqrt{\sq}}}}}}}}} \end{\sqrt{\sqrt{\sqrt{\sq}}}}}}}} \sqrt{\sqrt{\si
Kymco						co.com	.au
Agility 50 Super 8 50 Super 8 125 Like 125 Like 200 Espresso 150 Downtown 300i CK 125 Venox 250	\$1990 TBA \$3290 \$2990 \$3990 \$3990 \$7490 \$1990 TBA	49, Single 49, Single 2T 125, Single 125, Single 163, Single 150, Single 299, Single 124, Single 249, V-twin	NG NG NG NG NG NG NG NG	NG NG NG NG NG NG NG NG	96d* 108d* 116d* 116d* 116d* 111d* 187d* 117d* 175d*	NT NT NT NT NT NT NT S9/12	V V
Laro					la	aro.com	.au
250 Cruiser Venom 350 R11 250 Laro SPT 350	\$3990 \$4250 \$2990 \$4250	234, P-twin 320, P-twin 249, Single 320, P-twin	NG NG NG NG	15* NG NG NG	180D* 158d* 139d* 185d*	NT NT NT NT	√ √ √
Megelli			moto	orsport	import	ers.com	.au
250SE 250r 250s	\$5690 \$4850 \$3990	249, Single 249, Single 249, Single	NG NG NG	NG NG NG	123d* 123d* 123d*	61 / 04 62 / 25 NT	√ √ √
Moto Guzzi				n	notogu	zzi.com	.au
1200 Sport 4V SE ABS California Custom ABS California Touring ABS Griso 1200 8V SE Stelvio 1200 8V NTX ABS V7 750 Stone V7 750 Special V7 750 Racer SE Griso 8V SE	\$17,990 \$21,990 \$24,990 \$19,990 \$21,990 \$12,490 \$12,990 \$14,990 \$21,500	1380, V-twin 1380, V-twin 1151, V-twin 1151, V-twin 744, V-twin 744, V-twin 744, V-twin	77* 71* 71* 81* 77* 37* 37* 37* 37* 82*	105* 120* 120* 108* 113* 60* 60* 60* 108*	253d* 319d* 300d* 222d* 257d* 179d* 179d* 179d* 227d*	59/13 64/18 64/16 62/24 63/1 NT 59/24 62/6 NT	× × × × × × ×
MV Agusta			m	ivagus	taimpo	rts.com	.au
All MV Agusta prices are ride-away F3 675 F3 800 F4 F4 RC F4 RR Brutale 675 Brutale 800 Brutale 800 Dragster Brutale 800 Dragster Brutale 800 Dragster Brutale 800 Dragster RR Brutale 1090 Brutale 1090 Brutale 1090 RR Brutale 1090 RR	\$18,699 \$19,999 \$24,499 \$55,880 \$33,999 \$15,799 \$17,699 \$20,499 \$22,999 \$19,999 \$22,999 \$27,999	998, Four 998, Four 675, Triple 798, Triple 798, Triple 798, Triple 1078, Four 1078, Four	94* 108* 144* 156* 148* 81* 92* 104* 92* 106* 116*	71* 88* 111* 1114* 65* 81* 86* 112* 100*	173d* 173d* 191d* 175d* 185d* 167d* 167d* 168d* 168d* 183d* 183d*	62 / 05 NT 61 / 25 NT 63 / 01 62 / 17 64 / 09 NT 63 / 18 NT 64 / 03 NT NT	x x x x x x x x x x

Model	Price	Engine	Power	Torque	Weight	Tested	LAMS
52.675	\$AUD	CC, type	kW q⊿∗	Nm 71*	kg	Vol / No.	١.,
F3 675	\$18,699	675, Triple 798, Triple	108*	88*	173d* 173d*	62 /05 63 / 24	×
Stradale 800	\$19,999	798, Triple	84.5*	78.5*	181d*	64/15	×
Turismo Veloce 800	TBA	798, Triple	81*	80*	191d*	NT	×
Turismo Veloce Lusso 800	TBA	798, Triple	81*	80*	199d*	NT	×
Norton		fras	sermot	orcycle	s.com.	.au/nort	on
Commando 961 Sport	\$29,990	961, P twin	58.84*	90*	205d*	NT	×
Commando 961 Café Racer	\$33,990	961, P twin	58.84*	90*	205d*	NT	X
Commando 961 SF	\$35,990	961, P twin	58.84*	90*	188d*	NT	×
Piaggio					ves	pa.com.	.au
YourBarn 300	\$19,490	278, Single	17*	24*	211d*	63/06	√
BV 350 ABS ASR	\$8490	330, Single	24*	32*	177d*	63 / 05	√
X 10 Liberty 150 ie	\$12,490 \$3690	493, Single 149, Single	31* 9*	46* 11*	198d* 112d*	63 / 07 61/22	\ \ \
Typhoon 50	\$2290	50, Single 2T	2.5	NG	NG	NT	V
Typhoon 125	\$2990	124, Single	7*	8*	112d*	55/04	√
Fly 150 ie	\$3090	151, Single	9* 2.5*	NG	NG 904*	57 / 10 NT	\ \
Zip 50 2T	\$1990	50, Single 2T	2.5	NG	89d*	INI	L V
Royal Enfield			ro	yalenf	ieldaus	stralia.co	_
Bullet 500	\$7250	499, Single	NG	NG	187w*	59 / 07	√
Classic 500	\$7550	499, Single	NG	NG	187w*	NT	√
Classic 500 Chrome Continental GT	\$7750 \$8250	499, Single 535, Single	NG 21.4*	41.3* 44*	187w* 187w*	NT 63 / 07	V √
	\$0230	555, Sirigle					
Sachs				_	_	les.com.	_
Madass 125cc	\$2990	125, Single	6*	NG	100d*	NT	√
Sherco					S	herco.co	om
250 2T Racing	\$11,590	249.3, Single	NG	NG	105w*	NT	V
300 2T Racing	\$11,990	293.1, Single	NG	NG	105w*	NT	√
250 4T Racing 300 4T Racing		248.6, Single 303.7, Single	NG NG	NG NG	102w* 102w*	NT NT	√
250 2T Factory	\$12,590	249, Single	NG	NG	105w*	NT	\ \
300 2T Factory	\$12,990	293.1, Single	NG	NG	105w*	NT	✓
300 4T Factory	\$13,490	303.7, Single	NG	NG	102w*	62 / 18	√
Suzuki			suz	zukimo	torcycl	les.com.	.au
Burgman 200 (UH200A)	\$5,490	200, Single	13.5*	N/A	161w*	64 / 15	√
Burgman 650 (AN650)	\$13,590	638, P-twin	40.5*	62*	275w*	52/9	√
V-Strom 650 LAMS (DL650AUE)	\$11,290	645, V-twin	35* 50.5*	60* 60*	214w* 214w*	64/12	√ ×
V-Strom 650 (DL650A) V-Strom 650XT (DL650XA)	\$11,290 \$11,490	645, V-twin 645, V-twin	50.5*	60*	N/A	61 / 2 NT	×
V-Strom 650XT LAMS (DL650XAUE		645, V-twin	35*	N/A	215w*	NT	V
V-Strom 1000 (DL1000A)	\$15,490	1037, V-twin	74*	103*	228w*	64/11	×
DR-Z250 DR-Z400F	\$6,990 \$7,990	249, Single	N/A N/A	N/A N/A	131w* 138w*	52/3 64/09	√ √
DR-Z400E DR-Z400S	\$7,990	398, Single 398, Single	N/A 29.4*	N/A N/A	138W* 145W*	62/2	V
DR-Z400SM	\$8,990	398, Single	29.4*	N/A	146w*	59 / 14	V
DR650SE	\$8,090	644, Single	31.6*	54*	166w*	59 / 17	√
Bandit 1250SA (GSF1250SA) GSR750	\$12,990 \$10,790	1255, Four 749, Four	72* 78*	N/A 80*	254w* 215w*	60/9 64/2	×
GSX-R600	\$14,990	599, Four	92.5*	69.6*	187w*	60/14	×
GSX-R750	\$15,990	750, Four	110.3*	86.3*	190w*	63 /12	×
GSX-R1000	\$18,490	1000, Four	136.1*	116.7*	203w*	64/14	× ./
GSX650FU (LAMS) GSX1250FA	\$10,490 \$14,990	656, Four 1255, Four	25* 72*	N/A N/A	241* 257vw*	58 / 14 62 /11	√ ×
Hayabusa (GSX1300RA)	\$19,290	1340, Four	145*	155*	266w*	62 / 25	×
Gladius LAMS (SFV650U)	\$10,490	645, V-twin	35*	N/A	202w*	59 / 7	V,
TU250X	\$5,990	249, Single	13.9*	N/A	148w*	62/3	√
VL250 Intruder LC C50T Boulevard (VL800T)	\$6,690 \$12,990	248, V-twin 805, V-twin	17.7* 39*	N/A 69*	159w* N/A	52 / 12 60 / 18	v x
C109RT Boulevard (VL1800RT)	\$18,990	1783, V-twin	84*	N/A	383w*	58/4	×
M109R Boulevard (VZR1800)	\$18,990	1783, V-twin	92*	160*	347w*	64/13	×
M109RZ/BZ Boulevard (vzri800z/vzri8008z)	\$19,490	1783, V-twin	92*	160*	347w*	NT	×
C90T Boulevard Inazuma 250 (GW250)	\$17,490 \$4,990	1462, V-twin 248, P-twin	72* 18*	136.7* 22*	363w* 183w*	62 / 11 62 / 13	×
		.,					
SYM Scoota	¢E000	200 6: 1	NC	NO	_	ota.com.	_
CityCom300i	\$5999	299, Single	NG	NG	NG	NT	√

Goldwing celebrates 40th

To celebrate four decades of the Honda Goldwing, Honda has released a 40th Anniversary model, retailing for \$36,299 (+ORC).

The special-edition Goldwing comes with a two-tone paintwork with blacked out wheels, forks, swingarm and muffler, plus the 40th Anniversary badging to mark this special release. The distinctive badging is located on the front face cowl, rear trunk lid and above the glovebox. The bike also gets an embossed passenger seat and anniversary keys.

The 2015 model adopts the latest technology from Honda, including a six-speaker 80W surround-sound stereo system, Honda Navigation System, heated seats and grips as well as a foot-warming system.

With its turbine-like torque, carrying capacity and comfort, the Honda Goldwing has gained a worldwide following since it was first released in 1975. For more info go to: www.honda.com.au



Model	Price	Engine	Power	Torque	Weight	Tested	LAMS	Model	Price	Engine	Power	Torque	Weight	Tested	LAMS
	\$AUD	CC, type	kW	Nm	kg	Vol / No.		Cross Country Ness	\$AUD \$29,995	CC, type 1731, V-twin	kW NG	Nm NG	kg 347d*	Vol / No. NT	×
Classic 125	\$2499	124, Single	6.3*	8.3*	109d*	NT	✓	Magnum	\$29,995	1731, V-twin	NG	NG	347d*	64 / 17	×
Firenze300i	\$6299	299, Single	NG	NG	NG	NT	✓	Vegas 8-Ball	\$19,995	1731, V-twin	NG	NG	290d*	NT NT	×
HD200EVO	\$4699	171, Single	11.2*	15.8*	135*	NT	V	Hammer 8-Ball	\$20,995		NG	NG	305d*	58 / 21	×
JetSport 50X	\$2699	49, Single	2.6*	4.2*	98d*	NT	V	Judge	\$20,995		NG	NG	300d*	NT	×
Jet 4R Naked	\$2699	49, Single	2.6*	4.2*	98d*	NT	V	High Ball	\$19,495		NG	NG	300d*	NT	×
Jolie	\$1999	49, Single	2.9*	4.7*	80d*	NT	√	Boardwalk	\$22,995		NG	NG	300d*	62 / 19	×
Mio 50	\$2599	49, Single	2.7*	3.7*	80d*`	NT	V .	Boardwalk Black	\$22,495		NG	NG	307d*	NT	×
Mio 100	\$2999	99, Single	5.6*	7.7*	88d*	NT	V .	Jackpot	\$24,995	1731, V twin	NG	NG	296d*	60/8	×
Orbit 50	\$1599	49, Single	2.7*	3.7*	80d*`	NT	V .	Hammer S	\$22,995	1731, V twin	NG	NG	305d*	60 / 25	×
Orbit 125	\$2499	124, Single	6.3*	8.3*	109d*	NT	\ \ ,	Hammer LE	\$23,495	1731, V-twin	NG	NG	305d*	62 / 17	×
Red Devil	\$2099	49, Single 2T	3.2*	4.6*	94d*	NT	V	Gunner	\$10,005	1731, V twin	71kW*	149Nm*	248d*	64/16	×
TCD								Vision Tour	\$30,495		NG	NG	394d*	58 / 16	×
TGB				ιg	DSCOOL	ers.com	.au	Cross Country Tour		1731, V twin	NG	NG	384d*	NT	×
101S	\$1890	49.3cc	4.9*	NG	81*	NT	V	cross country rour	\$20,775	1131, V (WIII	140	140	3040		-
Tapo 50	\$1990	49.3cc	3.5*	NG	95*	NT	✓	Viper Motorcycles				vir	ermot	ors.com	au
Bullet 50	\$2290	49.3cc	3.5*	NG	95*	NT	✓					_			_
Bullet RS 50	\$2790	49.3cc	3.75*	NG	95*	NT	✓	Black Diamond		2490 V-twin	NG	215	NG	NT	×
Bullet RS 150	\$3390	150cc	10.1*	NG	118*	NT	V	Diamond Back	54,990	2490 V-twin	NG	215	NG	NT	×
X Race	\$2590	151cc	10.1*	NG	122*	NT	V .	Vamaba				, reme	be me	tor com	
Delivery 125	\$3790	124cc	11*	NG	125*	NT	V .	Yamaha	_			yanna	ma-mo	tor.com	au
X Motion 300	\$4990	263.7cc	17.4*	NG	186*	NT	V .	AG100	\$3299	98, Single 2T	NG	NG	NG	NT	V
Bellavita 125	\$3990	124cc	11*	NG	142*	NT	V	AG200E	\$5059	196, Single	NG	NG	112w*	NT	✓
Bellavita 300i	\$5490	263.7cc	17.5*	NG	153*	NT	√	Bolt	\$11,999	942, V-twin	38.3*	79.5*	245w*	64/3	×
Titumoh			Aud.					FJR1300A	\$24,999	1298, Four	107*	138*	289w*	62/10	×
Triumph			triur	npnmo	otorcyc	les.com	.au	FZ6R	\$9999	600, Four	35.5*	NG	212w*	59 / 22	✓
America	\$13,090	865, P-twin	45*	72*	250w*	60 / 13	×	FZ8N	\$12,990	779, Four	78.1*	82*	211w*	60/23	×
Bonneville STD	\$11,990	865, P-twin	50*	68*	225w*	61/02	×	FZ8S	\$13,990	779, Four	78.1*	82*	211w*	60/23	×
Bonneville STD TT	\$12,490	865, P-twin	50*	68*	225w*	NT	×	FZ1N	\$15,699	998, Four	110*	106*	214w*	62 / 18	×
Bonneville T100 Black	\$12,490	865, P-twin	50*	68*	230w*	NT	×	FZ1S	\$16,499	998, Four	110*	106*	214*	61/7	×
Bonneville T100	\$13,990	865, P-twin	50*	68*	230w*	59/24	×	Majesty	\$9499	125, Single	8.8*	11.6*	148w*	54/8	✓
Daytona 675 ('13)	\$13,490	675, Triple	94*	74*	184w*	64/16	×	MT-03	\$9999	660, Single	35*	56.2*	192w*	63/8	×
Daytona 675 ABS	\$14,990	675, Triple	94*	74*	184w*	64/24	×	MT-07	\$8999	655. PT	38.3*	57.5	179w	NT	√
Daytona 675R ABS	\$16,990	675, Triple	94*	74*	189w*	63 / 21	×	MT-09	\$10,990	847, Triple	84.6*	87.5*	188*	64 / 11	×
Rocket III Roadster ABS	\$21,490	2300, Triple	109*	221*	367w*	59 / 10	×	MT-09 Tracer	\$13,990	847, Triple	84.6*	87.5*	210w*	64/18	×
Rocket III Touring	\$23,990	2300, Triple	78*	203*	395w*	63 / 18	×	SR400	\$8999	399, Single	NG	NG	174w*	63 / 24	√
Scrambler	\$13,990	865, P-twin	43*	68*	230w*	62/01	×	XVS1300CU Stryker		1304, V-twin	53.5*	103*	293w*	63 / 22	×
Speedmaster	\$13,090	865, P-twin	45*	72*	250w*	63 / 18	×	XTZ1200E	\$21,990	1199, P-twin	82.4*	117*	273w*	63 / 19	×
Speed Triple	\$15,990	1050, Triple	99*	111*	214w*	61 / 17	×	XTZ1200	\$19,990	1199, P-twin	63**	98**	261w*	NT	×
Speed Triple R ABS	\$19,990	1050, Triple	99*	111*	214w*	64/09	×	TMAX 530 ABS	\$13,499	530, P-twin	NG	NG	221w*	64/2	×
Sprint GT SE	\$15990	1050, Triple	96*	108*	265w*	60 / 21	×	TDM900	\$13,599	897. P-Twin	NG	NG	223w*	59 / 2	×
Triple 660	\$12,490	675, Triple	40*	54*	198w*	54/3	V	TT-R230	\$5599	223, Single	NG	NG	122w*	NT	V
Street Triple 660	\$12,490	660, Triple	38**	50**	194w**	64/11	√	V-Star 650 Custom	\$10,499	649, V-twin	29*	50.9*	233w*	NT	V
Street Triple ABS	\$12,990		78*	68*	188w*	62/19	×	V-Star 650A Classic	\$10,990	649, V-twin	29*	50.9*	233w*	63 / 10	· /
Street Triple R ABS	\$13,990		78*	68*	182w*	63 / 21	×	V-Star XVS 950A	\$13,999	942, V-twin	39.4*	76.8*	278w*	54 / 17	×
T/bird ABS		1600, P-twin	63*	146*	339w*	55/6	×	V-Star XVS 1300A		1304, V-twin	53.5*	106*	303w*	60 / 17	×
T/Bird ABS TT	\$19,990		63*	146*	339w*	59 / 19	×	VMAX	\$31,299	1679, Four	146*	167*	310w*	60 / 13	×
T/Bird Storm ABS	\$20,990		72*	156*	339w*	53 / 19	X	Virago 250	\$6499	249, V-twin	NG	NG	147w*	44/12	V
T/Bird Commander	\$22,490		69*	151*	348w*	64/2	×	WR250R	\$7999	246, Single	22.6*	23.7*	126d*	63/10	V
T/Bird LT	\$23,490		69*	151*	380w*	63 / 21	×	WR250F	\$11,999	246, Single	NG	NG	126d*	64 / 12	V
Trophy SE	\$27490 \$15.990	1200, Triple 1050, Triple	97* 92*	118* 104*	315w* 235w*	63 / 18 62 / 125	×	WR450F	\$12,999	449, Single	NG	NG	124w*	61/20	· /
Tiger Sport ABS Tiger 800 ABS	\$15,990		70*	79*	235W* 210w*	62 / 125	×	XC125 VITY	\$2699	125, Single	NG	NG	110w*	NT	V
Tiger 800 ABS	\$13,890	800, Triple 800, Triple	70*	79* 79*	210w* 215w*	64 / 01	×	XJ6-NL	\$9799	600. P-twin	36*	NG	205w*	NT	· /
Tiger 800 XCx ABS	\$17,690	800, Triple	70*	79*	221w*	64/17	_ ^	XJR1300	\$13,999	1299, Four	72*	108.4*	245w*	60/15	×
Tiger Explorer	\$20,490	1200, Triple	101*	121*	259w*	63 / 13	×	XT250	\$6299	249, Single	14*	19*	132*	64/11	\ \
Tiger Explorer (wire wheels)	\$20,490	1200, Triple	101*	121*	259w*	NT	×	XT660R	\$11,499	660, Single	35*	58*	209w*	62/3	×
Thruxton	\$13,990	865, P-twin	51*	68*	230w*	61/01	×	XTZ660 Tenere	\$13,999		35*	58*	209w*	62/3	×
unton	4.5,550	303,. (*****	3,	55	20011	3.,01	11 12	XV1300AT Star Tourer	\$18,299	1300,V-twin	NG	NG	364w*	60/7	×
Vesoa					VAS	pa.com	.au	XVI900A Roadliner	\$21,499	1854, V-twin	NG	NG	364w*	50/23	×
	62000	124 6: 1	700	10.15			_	XV1900AT Star Tourer	\$24,099	1854, V-twin	NG	NG	364w*	NT	×
Primavera 125 IE 3V	\$3990	124, Single	7.9*	10.4*	NG	NT	V	YW125 BeeWee	\$3399	125, Single	NG	NG	121w*	NT	×
Primavera 150 IE 3v	\$5990	155, Single	9.5*	12.8*	NG 140d*	NT	\ \ \	YZF-R15	\$4299	150, Single	13*	15*	136w*	62 / 22	V
GTS 300 Super	\$8390	278, Single	15.8*	22.3*	148d*	63/14	\ \ \	YZF-R1	\$23,499	998. Four	147.1.*	112.4*	199w*	64 / 17	×
GTS 300 Super Sport	\$8690	278, Single	15.8*	22.3*	148d* 148d*	NT NT	\ \	YZF-R1M	\$29,999	998. Four	147.1*	112.4*	200w*	64 / 17	×
GTS 250 ie LX50 FL	\$7390 \$3990	244, Single	16.2* 3.2*	20.2* NG	148a* 96d*	63 / 6	\ \ \	YZF-R6	\$15,999	599, Four	78.1**	57.28**	194.6**	63 / 24	×
PX150	\$6490	49, Single 2T 150, Single 2T	3.2* 6.6*	NG 9.6*	96a* 112d*	63 / 6 NT	\ \ \	. 2. 1.0	4.5,555	555, 1 Out		320	.50	33 / 1.4	
Vespa 946	\$11,990	155, Single 21	NG	NG	NG	NT	\ \	ZERO				zeromo	torcyc	les.com	.au
усара 240	\$11,55U	ioo, airigie	140	ING	140	14.1	1 '		¢20, 402	0.51.***					_
Victoru			vic	torymo	ntorcyc	les.com	au	Zero S 8.5	\$20,490		40	92	166*	NT	√ √
			VIC	COL Y ITIC	Justo	103.00111	.au	Zero S 11.4	\$23,490	11.4kWh	40	92	181*	NT C 4/11	
All Victory prices are ride-away								Zero SR	\$25,490	11.4kWh	50	144	183*	64/11	×
Cross Roads Classic		1731, V-twin	NG	NG	350d*	59 / 25	×	Zero DS	\$23,490	11.4kWh	40	92	183*	NT	×
Cross Country	\$26,495	1731, V-twin	NG	NG	358d*	61 / 17	×	Zero FX	\$19,490	5.7kWh	33	95	127w*	NT	^

McLeod now to Suzuki

Serial motorcycle ambassador Sarah McLeod has been announced most recently as the face of Suzuki Motorcycles here in Australia.

The Superjesus frontwoman has been an ambassador for many motorcycle brands over the past decade; Ducati, Triumph, Harley-Davidson and most recently Suzuki.

Suzuki has said: "As the popularity of our Suzuki retrostyled roadbikes continues to grow, we recognise the fact that our owners connect and relate to Sarah's music, so it's a natural fit".

We wonder if Suzuki is referring to McLeod's modern-day popularity when it refers to the natural retro fit. In true ambassador style, McLeod has spoken about her gifted Suzuki Boulevard S40 cruiser.

"I love the bike. It's the easiest, most comfortable ride I've ever had, whilst being totally bad ass!" But just not quite as "bad ass" as the Harley she just gave back...



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des·ti·na·tion - 'The ultimate purpose for something that is created or intended'

Old School

HAMISH COOPER



Don't call me hipster

These 70s longhairs turned

boomer bikers

want a simple,

uncomplicated, but stylish city

motorcycle

THE ANGER BURNED in her eyes. "You won't believe it," my female baby boomer boot camp training partner said. "The girl at the lunch bar today asked me if I had the correct change and when I nodded she replied: 'Awesome'".

I felt like saying: That's not awesome. Here's awesome. I'm going to walk out without paying. It was a mid-week evening training session for a bunch of us over 50s, trying to use it, not lose it. Boomer women prefer their boomer men to have tight bodies. So harden up a bit is our mantra.

As the class progressed I thought about her words. A simple expression can cut deeper than a sword. The misuse of words can haunt both the person who said them and the person they were directed at, sometimes for years. Cast your mind back to 70s motorcycling, if you can. Us misguided British parallel-twin believers used to refer

to Kawasaki H2 riders as rice burners.
They called us hippies for persisting with outdated two-wheeled technology.

I used to hate being called a hippie, even though I had a beard and earring. Then I struggled with the term boomer, preferring to be considered a junior boomer. But the other day I found out that the last of the baby boomers has just turned 50.

A while back I wrote about the hipster scene and got this response from someone I unintentionally insulted: "What makes me a hipster? I've been riding bikes on the road for 27 years, non-stop. The tag seems very negative to me."

My considered response was: hipster certainly isn't a derogatory term. Many of the shops catering to it grew out of the rockabilly scene (Stray Cats, etc) and aren't pop-up efforts. Being a hipster is actually a state of mind that rejects convention.

The term hipster dates way, way back. It first entered mainstream language during the jazz age of the 1940s, but the word hip apparently was first uttered in 1902, meaning: to be aware. Which neatly brings us to the present day and how the major motorcycle manufacturers have finally become hip to the hipsters.

The latest to join the marketing rush is Ducati, closely followed by Dainese. Let me tell you that the original Ducati Scrambler was never a player in the alternative scene. Back then hip V-twin riders wanted a bevel-drive 750.

Actually, Ducati made what I consider is the original hipster bike when it built the Monster in 1992. It was right out of left field and the really hip riders in Italy were impressed.

But they soon created their own counter-culture alternative by turning imported Harley 883 Sportsters into street-trackers.

Ducati then cooked up the DS1000 Sport Classic in 2006. Hip as hell but at least five years ahead of hipsterism gaining social prominence. So where does that leave the Scrambler?

Word I'm getting is that the hipsters have been outnumbered by boomers in the rush to plonk down a deposit for one. These 70s longhairs turned

boomer bikers want a simple, uncomplicated, but stylish city motorcycle. Their garages

already house an adventure tourer and a sports crotch-rocket.

They don't want a cruiser. That's too obvious. So how about a modestly-powered, manoeuvrable, handsome mount that harks back to a simpler era.

The Ducati Scrambler PR blurb trumpets: "Inventive, youthful and freespirited, the new Ducati Scrambler is much more than a bike. It's a land of joy, freedom and self-expression. Discover it now." It certainly sounds like the tonic for a jaded boomer.

We discovered the land of personal freedom in 1972. But we don't mind doing it again. Just need to beef up our core strength at those midweek boot camps to keep it real. Oh, sorry. I forgot to talk about Dainese.

Its vintage retro range includes all the leather riding gear we couldn't afford in the 70s.

There's even a boot that resembles the iconic Red Wing. Some of us 70s longhairs bought the original version of this Goodyear Welt as a practical on-bike, off-bike ankle boot.

Damn, they were comfortable. Still are. Quality lasts.



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Revolving Racer

JEMMA WILSON



Mud'n' curls

DESPITE BEING A part of the motorcycle world for nearly 10 years, I'm relatively new to the pages of AMCN. I follow road stuff a little, just as AMCN updates you all on off-road a little, but with this column I am stoked to have the opportunity to focus on my dirt-filled world! I hope you enjoy!

I'm 25, from Gympie (smallish town 170km north of Brisbane), and I'm known for being the smiley girl with the curly hair. I grew up in the bush, and with my dad and older brother always out trail riding with the neighbours on a Sunday, I wanted to be a part of it. Then the local Gympie club convinced my dad and bro to try an enduro race. I went along and watched (my Yamaha DT200 was too big for juniors) and I was hooked!

I always get asked by girls in their early teens how I started. They see me racing at a national and international level and think that it's out of reach. I love telling them that I didn't ride a bike until I was 12, and lined up for my first race at 14. Even then, it was just a hobby, with school and uni coming first. Somewhere in those five years at QUT studying my Bachelor of Laws, racing became my life, and that law degree is gathering dust on my lounge room wall!

Racing became my life, and that law degree is gathering dust on my lounge room wall! For everyone who doesn't know the basics of off-road, we bash through the trees in the dust and mud, over rocks and up hills. Some events are sprints: six 10minute races in a day, others are three-hour cross country, and one event goes eight-hoursa-day for six days. There's always so much variety in enduro. You can go to the same property every week for a year, and it would always be different depending on the track markers and conditions. Things change so drastically, every lap.

When I began, ladies in off-road was just taking off, and as a junior I was the only girl in a class of boys. Then as a senior I competed in the first-ever women's class at the Australian 4 Day Enduro (A4DE) in 2006, and was a part of Motorcycling Australia's first women's team at the International Six Days of Enduro (ISDE) in Portugal in 2009. Now, despite the lack of funds floating around the industry, enduro is really strong in Australia.

We have three separate Aussie championships a year (EnduroX, Australian Off-Road Championships, A4DE), then 10 boys and

three of us girls get picked to head over to the ISDE, held in a different country every year (Slovakia for 2015), and tackle the hideous conditions day-after-day. Plus, I and a couple of other Aussies also compete in the Enduro World Championships. This year we will compete in Spain, Portugal, Belgium and France.

Despite having already wrapped up the EnduroX series, our season has only just begun. The EnduroX is three rounds in seven weeks: in Brisbane, Sydney and Melbourne.

EnduroX is unfortunately not my forte, and although I had a cracker at round two with a second place, I came away with fourth for the championship overall. This year's AORC however has started off well for me. The first two rounds were

on my home soil just outside Gympie, and I placed third both days. I've been working very hard and have picked up my pace, but so have the

other girls. Obviously I want the win, but third gave me some solid points. So, the game plan is to focus on areas I know let me down before the next two rounds in Victoria (Hedley) in less than a month.

My season gets crazy from here. After Hedley it's straight over to Europe to buy a new YZ250FX, chuck it in Renee the Renault that is currently parked at a friend's house in central France, and pin it down to Spain to race the Maxxis FIM Enduro World Champs, then back up to Portugal to race the next two rounds the following weekend.

The racing will be over for most people on the Sunday arvo, but my fiancé and I have to wash the bike, then floor it up to Belgium, where we will leave the van at Dean Ferris' house (Kyogle boy racing World MX Championship), and get on a Tuesday-morning flight back to Australia to race the AORC in South Australia that weekend.

It's a busy, demanding and an excess cash-free lifestyle, but I wouldn't give it up, and I wouldn't be able to do it without the help of Yamaha, Fox, Force Accessories, Barkbuster, Unifilter, Uber Graphics, MPE Suspension, Hammer Nutrition, Workshop 2000, Dunlop, Allsports Physio, Riverdental Gympie, Cooloola Fitness, Lives In Progress Massage, Ultimate Protection and Security, Tyrepower and Trademark Signs.



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In Pit Lane

MICHAEL SCOTT



GOATs may come and GOATs may go

It is the

nature of

I DON'T WANT to sound completely antique, but when you have been following GP racing as long as I have – from boyhood, naturally – you see quite a few riders dubbed Greatest Of All Time. My first GOAT was Mike Hailwood, and like many other oldies I cling to that impression. But the fact that Mike the Bike won a Spanish magazine poll for this title some 10 years ago says more about the voters' age than about the riders who came before and after him.

Now the 2015 season has begun in the unearthly false daylight at Qatar, and the prospect of the latest GOAT becomes all the brighter. Marquez had already done enough in his first two MotoGP seasons to become a serious candidate and few would bet against him taking a third MotoGP title in a row.

Unless the previous GOAT has something to say about it. Last year's rejuvenation of Rossi was not enough in itself, but if he can continue the trend at the same pace he'll be a force to reckon with.

There were of course GOATs before Hailwood; and a fair old slew of them since, starting with the rider with the most GP victories of anyone. Not even Rossi has been able to match Giacomo Agostini's all-classes 122 wins and 15 titles. Though Ago had the advantage of competing in two classes simultaneously.

The GOATs kept on coming in Ago's wake. Kenny Roberts was next – the last rider before Marquez to claim a rookie championship – and he was a total GP rookie, new to all the tracks.

Freddie Spencer was dominant enough, but his career was short-lived. Eddie Lawson was another candidate, the first to win back-to-back titles on different makes.

Wayne Rainey was well on the way to his fourth-straight title when a crash cut the story short; but those that followed made an even deeper impression on the results sheets – most especially Mick Doohan. It remains a moot point whether Doohan's era

coincided with a lack of really strong challengers – Rainey, for example, had Schwantz, Gardner, Lawson and others – or whether Mick's talent was just so great that he made the rest look feeble.

Either way, a rider can only beat those who are there, and Mick did that comprehensively, until he too was stopped by injury. Who knows how long it might have gone on? Not even Rossi has managed to beat Doohan's record of 12 wins in a season. We will come back to that number...

To a newer generation, however, Rossi is clearly the GOAT among GOATs. He beat all comers, repeated Lawson's back-to-back machine-change statistic, and has more premier-class wins (82) than Ago's 68 and Doohan's 54.

Although neither Ago nor Mick matched Stoner's win rate of 38 in just seven seasons: an average of 5.43 per season.

Ago averaged 5.23, while Doohan managed 4.91. This might be as good a yardstick as any for a

GOAT. Use it, and Rossi wins again.
Fifteen seasons, 82 premier-class wins. It's

an average of 5.46.

Or is this a somewhat artificial measure?

I mean, how about Marquez? Two seasons, 19 race wins. An out-of-sight average of 9.5. And the first to break Doohan's 12-in-a-season record, with 13 last year.

Though it's worth remembering that the Spaniard had 18 races in which to do it, and Mick just 15.

This proves the point that Greatest Of All
Time is a meaningless concept – because new
GOATs keep on coming. It is the nature of sporting
achievement that the bar keeps on getting raised.

Therefore the latest GOAT is the only GOAT. MotoGP is particularly blessed at present – to have two of them on the same grid: Rossi on the way out, Marquez on the way in.

In the end, though, the youngster will also be superseded. GOATs may come and GOATs may go, but GOATs go on forever.



race report SBK(

YOUR FORTNIGHTLY FIX

Round 2 Chang International Circuit, Thailand 2015 World Superbike Championship



Rea's Double Scorch

Jonathan Rea dominates the field with two race wins under sizzling conditions at the new racetrack in Thailand

REPORT GORDON RITCHIE PHOTOGRAPHY GOLD & GOOSE

onathan Rea (KRT) soared to unexpected new heights with two convincing race wins at the new Chang International Circuit in Buriram, Thailand.

Heading the field from flag-to-flag, Rea won by 6.329sec in race one and by a still comfortable 4.946sec in race two. It looked easy, but with high humidity and temperatures reaching 33°, even dominant race wins take hard work.

Even so, it looked like racing-by-numbers for Rea, who clearly had both Buriram and his bike sorted early on.

"I am in a really good position right now with the way I am riding, the way the bike is behaving and the way all the guys in the garage are working – it is a great feeling right now," Rea said.

His dominant riding, which came after a close first and then a second place at Phillip Island, looks ominous for his rivals – as the next few races will be at some of his favourite tracks.

"We cannot get carried away ... but I still want to use this momentum we have built up," the Brit said.

"I feel quite good with my riding and I am looking to some circuits I enjoy next – Aragon, Assen and Imola, all of which I have good memories of."

Rea is the lone early season phenomenon, and worthy of his championship lead, but it's worth noting that Leon Haslam (Aprilia Racing Red Devils) caught him in Thailand, before having to slow his pace each time, so Rea was kept on his toes.

He managed his tyres better, but on the simple and geometric Chang circuit, complete with three long straights, tyre issues were not a major factor for most – although Haslam made a late change to a harder front for the races, which caused him some issues.

"There was some argybargy, but it is the first podium Alex and I have had together," Haslam said.

"But the main reason I think we lost it was that we were suffering in the last five laps with the front tyre, but also the last three laps when we let Jonathan get away."

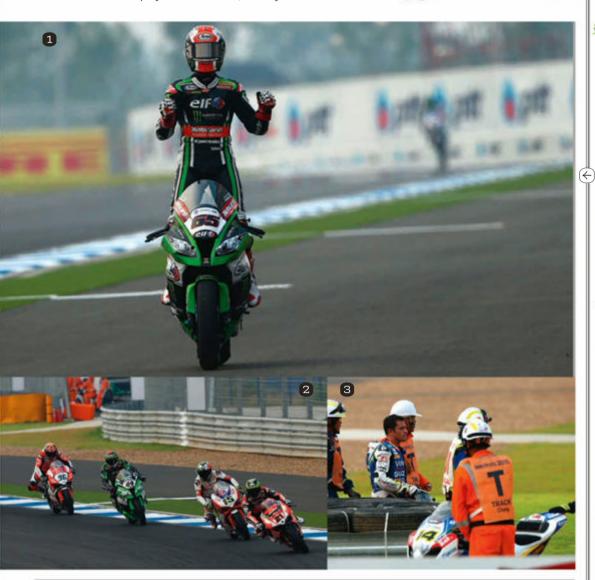
Despite battling those front tyre issues, Haslam tried hard to stay with Rea each time out, but the job was simply impossible. He also lost time in unwanted duels with other riders at the start of each race while poleman Rea was already off and counting down the laps to his first Kawasaki double.

The highly excited Thai spectators saw Rea and Haslam go one-two in each race, but the processional moments were made up for by some spectacular clatters and bangs behind them.

In race one, a hard pass from Alex Lowes (Voltcom Crescent Suzuki) led to a Main. For the fifth year in a row, WSBK had a new circuit in the calendar, so every lap was a record of some sort 1. A new track, but it was the same story for Rea as he clinched pole 2. Troy Bayliss (21) continued his short comeback tour, with ninth and 11th places 3. De Puniet had a trying time in Thailand, DNFing in race two







Superpole

Rea again by a blink

JONATHAN REA landed another Superpole, just 0.011sec ahead of Leon Haslam (Aprilia Racing Red Devils). But he's certain he could have gone even faster.

"Every rider is always in search of the perfect lap and it was a very good lap, but I made one mistake in T4," he said.

"A 1m32s would be impossible – the mistake was more like one or two tenths.

"It seems like I'm better on the final corner and I do not know why - because I feel that I am

doing nothing special in the sector."

His best lap of 1m33.382s, at an average 175.563km/h, came nearly at the end.

Alex Lowes blitzed his Voltcom Crescent Suzuki to his first WSBK front-row start for third, but Tom Sykes (KRT) found his rear qualifier sliding as he tried to match Rea.

Jordi Torres was fifth, just ahead of Ducati's Chaz Davies. Troy Bayliss placed seventh, only 0.952sec slower than Rea.



Track Attack

WSBK

Chang Int. Circuit, Thailand



Circuit length Race distance WSBK 91.08km

2014 winners

New track - so there was no race here last year

Did vou know?

The pit garages are located under the main grandstand - which seats 50,000 spectators - so as not to obstruct the view. The imposing structure dominates the skyline

Round 2 Finishing positions

WSBK 20 laps

GRID	RIDER	NAT	BIKE	R1	R2	POINTS
1	J REA	GBR	KAW	1	1	95
2	L HASLAM	GBR	APR	2	2	85
3	A LOWES	GBR	SUZ	7	3	32
4	T SYKES	GBR	KAW	3	5	50
5	J TORRES	ESP	APR	4	4	39
6	C DAVIES	GBR	DUC	11	15	38
7	T BAYLISS	AUS	DUC	9	11	15
8	M VD MARK	NED	HON	DNF	7	20
9	S GUINTOLI	FRA	HON	5	6	41
10	L MERCADO	ARG	DUC	10	10	21
11	D SALOM	ESP	KAW	8	9	15
12	M BAIOCCO	ITA	DUC	6	8	30
13	S BARRIER	FRA	BMW	14	13	10
14	N TEROL	ESP	DUC	12	12	26
15	L CAMIER	GBR	MV	DNF	DNF	14
16	R DE PUNIET	FRA	SUZ	13	DNF	12
17	R RAMOS	ESP	KAW	15	14	9
18	N CANEPA	ITA	EBR	DNF	DNS	
19	C PONSSON	FRA	KAW	DNF	DNF	1
20	S BARRAGÁN	ESP	KAW	17	DNF	3
21	A NAKCHAR.	YSS	HON	DNF	17	
22	G GILDENHUYS	RSA	KAW	16	16	
23	L PEGRAM	USA	EBR	DNF	DNS	
24	I TOTH	HUN	BMW	18	18	
25	I SIKORA	POL	BMW	19	19	
26	C CHUMJAI	THA	BMW	DNF	20	

SUPERPOLE LRFA 1m34.751s

FASTEST LAP

R1 J REA 1m33.969s R2 J REA 1m33.817s

RIDER STANDINGS AFTER 2 OF 13 ROUNDS

1 J REA 95, 2 L HASLAM 85, 3 T SYKES 50, 4 S GUINTOLI 41, 5 J TORRES 39, 6 C DAVIES 38, 7 A LOWES 32, 8 M BAIOCCO 30, 9 N TEROL 26, 10 L MERCADO 21

EHERIS CO

race SBK(

Round 2 Chang International Circuit, Thailand 2015 World Superbike Championship



"There was massive pressure from Jordi all race. I saw Alex make a mistake in race one, so you have to take advantage of moments like that" – Sykes

collision with Tom Sykes (KRT), with Sykes giving way and shaking his head in dismay. Lowes' determined efforts were to be in vain as he crashed out then restarted.

On top of that, he and second-time WSBK returnee Troy Bayliss (Aruba.it) were both penalised with a drop of one position for passing a slowing David Salom (Kawasaki Team Pedercini) under yellow flags that neither of them saw. That pushed Lowes from sixth to seventh, while Bayliss went from eighth to ninth – and then completely out of the series after two rounds of a very short comeback tour.

Lowes made up for his race one disappointment with his first podium of the new WSBK season, stepping onto the third-place step in race two.

"For the team it should have been two podiums but in the first race I made a mistake," Lowes said. "I am happy to come back and I knew that I would be fine, but it is nice to get a podium."

Sykes made his first podium mark of the new (and for him, much disliked) technically limited age of WSBK racing in race one. Some tech issues and lack of drive in race two held him back in fifth place, but he ended his day holding third place

in the championship fight. Of his podium ride in race one he said: "We had some limitations with the bike so I changed the strategy of my riding a little bit to keep a decent lap time, which was all we could do.

"There was massive pressure from Jordi all race. I saw Alex make a mistake in race one (when he crashed), so you have got to take advantage of moments like that."

Jordi Torres (Aprilia Racing Red Devils Aprilia) was a dark shadow that Sykes held off as he pushed up to Rea in race one, but Torres got the better of the Brit rider in race two, and took himself to fifth in the championship fight overall. Fourth in the points after the two Thai rides was Sylvain Guintoli (Pata Honda). Fifth in race one, but 20sec behind Rea (a second every lap), Guintoli came under attack from his own teammate, on the outside of the final corner on the final lap of race two.

But he ran wide – too wide and off the track – in the attempt, and as he passed Guintoli out of the regulation track area, he dropped back to where he started.

After the drama, Guintoli took sixth, with Michael van der Mark seventh. Ducati's top rider Chaz Davies fell in both races, but remounted Main: While the top two spots were processional, third was hard-fought 1. Guintoli (on right) was hounded to the line by teammate van der Mark, but held his cool and his position 2. An all-Brit affair on the podium in race two 3. Bayliss proved he still has plenty of bite - beating many season regulars





Talking tech

New track, no probs

WITH A NEW track like Chang International Circuit, you'd be forgiven for thinking some kind of special tyre would be needed.

Horror predictions of 40° air temperatures thankfully didn't eventuate, but Matteo Giusti, racing and product communication manager for Pirelli, confirmed that all the homework Pirelli had done leading up to Buriram led to a very conservative choice of WSBK tyres: a standard SC1 and SCO on the back.

"The choice of tyres was quite easy, even though it was a new track," Giusti said.

"Pirellis are also run in the Asian Championship, so we knew the track was easy in terms of stress for tyres.

"It is a flat track, and as it is new, it should be grippy even if the humidity is quite high. We looked at these factors



and decided to come with our standard range."

Warm conditions were also expected to favour the softer SCO for WSBK

"Everything is working, even in the heat," Giusti said after near 60° track temps on Friday.

"All will probably go on an SCO on the rear, and the front is 50/50 split right now between the SC1 or SC2."

In general, the grippier SCO should work better in high humidity, to counteract the drop of available track grip. In the Supersport class, the big 190 rears which were used to handle the excessive heat built up around the Phillip Island lefthanders were also needed in Thailand. The regular 180s come into play for the rest of the year.

"On the Supersport rear, maybe we will see more riders go with the SC1 than SC0 as the riders seem to prefer the performance of the SC1," Giusti said. "The 180 rear width is the standard WSS size of the year."

One-on-one



Newin Chidchob The driving force behind Chang International Circuit

This circuit is not a project on its own - how does it fit in with the Buriram revival? "We put the football team and racetrack here because five years ago nobody came here. We must do something to be like a magnet, for everybody to come here. We cannot be a resort like Phuket or Samui, but our ability to create is not limited. We have our football team, Buriram United, and we aim to be top five in Asia. We want to be a destination for football and motorsport."

The construction cost was about a quarter of what it would have cost in Europe. How was that possible?

"Thailand has lower building costs and the cost of living here is not so high. The racetrack is like city development - this is not just a project for Buriram but to benefit the whole country. The only difference is that we do not get support from the government: it is pure private-sector funding. We believe that to be sustainable in the long term we have to be able to survive by ourselves. If you rely on the government and there is a change in government then the policy could be changed."

What is your ultimate ambition for the track?

"We can accommodate F1 here, and FIM grade A, so we can take it up to MotoGP. But the reason we chose WSBK is because people can own this type of bike. We have a three-year contract for WSBK."

race SBK(

Round 2 Chang International Circuit, Thailand



Venue

Changi Int. Circuit

IT'S A FIVE-hour drive from Bangkok to the Chang International Circuit in Buriram – not too far from the Malaysian border, up in the north-east of Thailand. In a land of temples and tourists, Buriram is off the beaten track. Local entrepreneurs built the racetrack as part of a cultural package to draw people to the area.

The circuit is reminiscent of Lausitzring in its openness, flatness and modernity.

It's as fast as Monza in places, tight and angular in others, such as the last corner, which delivered the promised elbow-barging and post-race debates.

It should provide close racing, but the track layout lacks design ambition. Off track, by contrast, a host of unique and modern touches mean there's nothing missing.

Built to meet FIA and FIM A-grade standards, it is a tad soulless, but it's another great WSBK facility all the same. each time. Davies made heartfelt complaints about his bike's lack of power and acceleration out of the slow corners that preceded the three long straights. Trying to overcome these problems, he overstressed his chassis and tyres in the mission for better lap times.

He took 11th in race one and followed that with 15th, but is still only one point behind Torres, and in sixth. Lowes is seventh. The crowd was a real plus at this

new venue and what the circuit lacks in rider appreciation from its unambitious layout it makes up for in facilities and fervour from the fans. The weekend crowd figure was quoted as 83,739.

In the championship, Rea has a strong lead: 95 to Haslam's 85. Sykes is 35 points adrift, on 50. Behind them are Guintoli on 41, Torres with 39 and Davies on 38.

Next up is Motorland Aragon, in Spain, on 12 April.



briefs

Up in smoke

WSS rider Jules Cluzel (MV Agusta Reparto Corse) had the great misfortune of having an engine go just after he had started his first practice laps at Buriram, with tell-tale blue smoke emanating directly from the exhaust pipe, losing the Phillip Island race winner valuable time and one precious engine from his limited 2015 supply.

Mercury drop

A huge 20° drop in track temperature between the superheated first day and the cooler, cloudier second day meant tyre and set-up choices were compromised for all riders and teams. The air temperature on day one was 36°, but on day two it was 28°, with track temperatures going from nearly 60° on the first day to 39° during Superpole 2.

Strong grid

The interest in WSBK and WSS racing was intense in Thailand, and that translated to wildcard riders on track: two in WSBK on Hondas and four others in WSS. One in WSS was Ratthapong Wilairot, the brother of Core" Motorsport Thailand Honda regular Ratthapark Wilairot.

Big party

The first ever WSBK round in Thailand delivered a few unusual sights and sounds – the first being Ratthapark Wilairot on the front cover of the race-day program, and then a multi-brand show and party area at the main entrance, complete with live bands, manufacturer stands, dancing girls and searchlights arcing across the skies above the track.

Strong grid

An meeting of the Motorcycle Sports Manufacturers' Association (MSMA) took place at Buriram, with the main topics of discussion being the adoption of a smaller roadbike class (popular in Asia) into the WSBK paddock - at the expense of one or more of the existing Superstock classes, and/ or WSS. Dorna has already spoken about having the small bikes and only three main classes on any weekend, like in MotoGP.





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Main A world first, a personal first, the title lead and all at home.
 Life is good 1. It all came together for Wilairot (9) on race-day
 2. Aussie Glen Scott made it two 14th places in two rounds 3.
 Sofuoglu lost an early lead, but fought back for second

Round 2 Chang International Circuit, Thailand 2015 World Superbike Championship



Local hero lands it

Wilairot becomes the first Thai to win a World Supersport race

atthapark Wilairot (Core" Motorsport Thailand) clinched victory in front of a jubilant home crowd as he was gifted the win when Jules Cluzel was forced to retire.

Cluzel (MV Agusta Reparto Corse) had pushed to the front after Sofuoglu held the early lead for Kawasaki Puccetti Racing, and the Phillip Island winner looked set to take another victory.

But he was forced to retire with four laps remaining and the crowd urged on Wilairot. He had been riding well and rose to the meet the pressure of expectation, winning by

1.8sec. The spectators greeted him like a national hero and he was very emotional after the win, which happened to be Honda's 100th in the class.

"It was incredible to win in front of my home fans," Wilairot said.

"I cannot remember anything like today. The first time for a Thai in the World Championship and my first win – so it was important."

Sofuoglu caught and passed PJ Jacobsen (Kawasaki Intermoto Ponyexpress) for second place, with the third-placed American being followed home by his teammate, Lucas Mahias, in fourth place.

The name Wilairot appeared twice in the top five, with wildcard younger brother Ratthapong taking fifth for A.P. Honda Racing Thailand

- beating Roby Rolfo.

Rookie Marco Faccani, Sofuoglu's teammate, was seventh, Columbian Martin Cardenas eighth and Alex Baldolini in ninth. Gino Rea rounded out the top 10.

Aussie Glenn Scott took the Aark Racing CBR600RR to a second successive 14th place.

Following his home round win and fifth place at Phillip Island, Wilairot leads the championship, with 36 points to Sofuoglu's 30. Despite the DNF, Cluzel is third on 25.



Round 1 Finishing positions

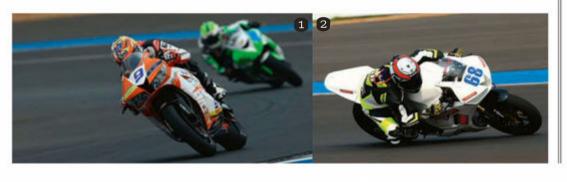
WSS 18 laps						
GRID	RIDER	NAT	BIKE	R2	POINTS	
7	R WILAIROT	THA	HON	1	36	
1	K SOFUOGLU	TUR	KAW	2	30	
6	P JACOBSEN	USA	KAW	3	22	
5	L MAHIAS	FRA	KAW	4	13	
13	R WILAIROT	THA	HON	5	11	
8	R ROLFO	ITA	HON	6	18	
11	M FACCANI	ITA	KAW	7	13	
12	M CARDENAS	COL	HON	8	8	
15	A BALDOLINI	ITA	MV	9	16	
9	G REA	GBR	HON	10	22	
16	D KRAISART	THA	YAM	11	5	
20	K WAHR	GER	HON	12	4	
18	C GAMARINO	IT	KAW	13	8	
22	G SCOTT	AUS	HON	14	4	
10	D SCHMITTER	SUI	KAW	15	8	
19	T WAROKORN	THA	HON	16		
2	J CLUZEL	FRA	MV	DNF	25	
3	K SMITH	GBR	HON	DNF	13	
4	L ZANETTI	ITA	MV	DNF	20	
21	K CLARKE	GBR	HON	DNF		
24	R RUSSO	ITA	HON	DNF		
17	C DOLAMAL	TILA	VANA	DMF	$\overline{}$	

POLE POSITION

J CLUZEL 1m37.887s

FASTEST LAP

RIDER STANDINGS AFTER 2 OF 13 ROUNDS 1 R WILAIROT 36, 2 K SOFUOGLU 30, 3 J CLUZEL 25, 4 P JACOBSEN 22, 5 G REA 22, 6 L ZANETTI 20, 7 R ROLFO 18, 8 A BALDOLINI 16, 9 L MAHIAS 13, 10 K SMITL 13.



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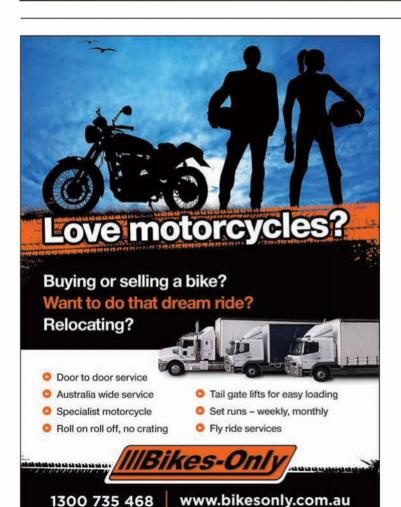


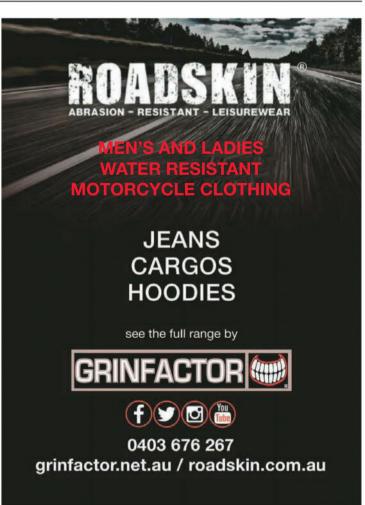












race report YOUR FORTNIGHTLY FIX



Round 1 Losail International Circuit, Oatar 2015 MotoGP World Championship



Italian threesome

Valentino Rossi wins spectacular season opener in Qatar as compatriots on factory Ducatis bag remaining podium positions

■ REPORT MICHAEL SCOTT ■ PHOTOGRAPHY GOLD & GOOSE

alentino Rossi (Movistar Yamaha) has started his 20th season in GP in top form as he hunted down early race leader/ teammate Jorge Lorenzo and the two factory Ducatis at the season opener in Qatar.

And unbelievably, there were not a single Spanish rider on the rostrum in all three classes.

Rossi had struggled in practice, qualifying only eighth. Of course it was the Repsol Hondas up front, with Dani Pedrosa ahead of Marc Marguez. The all-new GP15 Ducatis proved to have great speed, with a jubilant Andrea Dovizioso snatching pole at the last minute.

Still, everyone expected Marquez to take control on race-day. That was not to be, as the 2014 world champ made a mistake on the first corner of the first lap, which meant he had to fight his way through the field from last position.

Marquez had to take evasive action to avoid running into the back of Bradley Smith's Monster Yamaha and ran across the Astroturf onto the paved run-off area.

"It was my mistake," he said. "My start was not so good, but I braked okay, not too late, but I had to go a little wide, onto the dirty part of the track. I lost a little the front. Maybe I could have saved it, but I thought it was better not to crash.'

His fight back was typically impressive and he was up to sixth by lap eight; then ahead of his teammate Pedrosa just after half distance. But it ended up being a futile chase as the leaders had pulled a five-second gap by the time Marquez had some clear space.

Dovizioso had leapt away from the start, but secondrow starter Lorenzo had bullied his way past Yonny Hernandez (Pramac Ducati) and Andrea Iannone (Ducati) into second place by the end of lap one, and next time round was in front. The front three embarked on a compelling battle, with Iannone a close third as Dovi chased Lorenzo, every so often nosing ahead,

and clearly faster down the straight. Rossi meantime had finished the first lap in 10th, behind both Monster Yamahas. fast-starting Aleix Espargaro's Suzuki, as well as Danilo Petrucci (Pramac Ducati) and Pedrosa. Hernandez had lost touch with the front three after three laps, but Rossi and Pedrosa were still battling to find a way through the satellite riders. By lap five they had done it.

Now Rossi was already closing a gap that had been almost 2.5sec. Every lap he was a couple of tenths closer. By lap 10, he was on them, and next time round up to third. But he wasn't finished yet. As the race wore on, Dovi started pushing

Main. Rossi reckons his battle with the Ducatis was his best race ever **1.** The Doctor (46) took the lead on the closing laps and narrowly beat Dovizioso - who had great speed down the straight **2.** Miller's MotoGP debut ended in a DNF following a crash on the last lap **3.** Marquez had to settle for a very respectable fifth, after he was dead-last on the first lap due to a first-corner incident





Aussie! Aussie! Aussie!



MotoGP DNE

Karel Abraham went wrong.

Jack Miller crashed out on the last lap.

after a trademark late-braking lunge on

"On the second lap I had a big old

moment, then I got pushed out

wide onto the dirt. I caught back

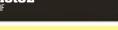
up, went to pass Abraham on the

last lap, and lost the front. Wasn't

the best race, but we learnt a lot."



Anthony West Moto2



Anthony West crashed out of the points with 11 laps to go.

"The crash was my fault. I was over-riding, but I had to over-ride it because I had gearbox problems. It was jumping from sixth to fifth on the straight by itself. I kept losing grip, and ended up finally tossing it away."



Remy Gardner Moto3 DNF

MOTO3: Remy Gardner crashed out, having qualified in 19th place as the second-best Mahindra

"I started okay, but then I ran wide at the first corner and lost a lot of time. Then I was trying to catch the group again and I crashed by myself. A big high-side. My back's really sore now."

Track Attack

MotoGP

Losail, Qatar



Circuit length 5.380km Race distance

MotoGP **118.36** km Moto2 **107.6** km Moto3 **96.84** km

2013 winners

MotoGP M Marquez 42m40.561s Moto2 E Rabat 40m20.963s Moto3 J Miller 38m05.810s

Did you know?

The Losail track is only 30km from Doha International Airport and the lap record is still held by Casey Stoner - a 1m55.153s, set in 2008

Round 16 Finishing positions



MOTOGP 22 LAPS

POS	RIDER	NAT	BIKE	TIME
1	V ROSSI	ITA	YAM	42m35.717s
2	A DOVIZIOSO	ITA	DUC	+0.174s
3	A IANNONE	ITA	DUC	+2.250s
4	J LORENZO	SPA	YAM	+2.707s
5	M MARQUEZ	SPA	HON	+7.036s
6	D PEDROSA	SPA	HON	+10.755s
7	C CRUTCHLOW	GBR	HON	+12.384s
8	B SMITH	GBR	YAM	+12.914s
9	P ESPARGARO	SPA	YAM	+13.031s
10	Y HERNANDEZ	COL	DUC	+17.435s
11	A ESPARGARO	SPA	SUZ	+19.901s
12	D PETRUCCI	ITA	DUC	+24.432s
13	S REDDING	GBR	HON	+32.032s
14	M VIÑALES	SPA	SUZ	+33.463s
15	H BARBERA	SPA	DUC	+33.625s
16	S BRADL	GER	YAM	+33.944s
17	N HAYDEN	USA	HON	+38.970s
18	E LAVERTY	IRL	HON	+46.570s
19	M D MEGLIO	FRA	DUC	+59.211s
20	A D ANGELIS	RSM	ART	+1m14.981s
21	M MELANDRI	ITA	APR	+1m48.143s
22	L BAZ	FRA	YAM	+3 LAPS
DNF: J MILLER, (AUS, HON), K ABRAHAM (CZE, HON),				

DNF: J MILLER, (AUS, HON), K ABRAHAM (CZE, HON) A BAUTISTA (SPA, APR)

POLE POSITION

A DOVIZIOSO FASTEST LAP

V ROSSI 1m55.267s RIDER STANDINGS AFTER 1 OF 18 ROUNDS

1 V ROSSI 25, 2 A DOVIZIOSO 20, 3 A IANNONE 16, 4 J LORENZO 13, 5 M MARQUEZ 11, 6 D PEDROSA 10, 7 C CRUTCHLOW 9, 8 B SMITH 8, 9 P ESPARGARO 7, 10 Y HERNANDEZ 6



Round 1 Losail International Circuit, Qatar 2015 MotoGP World Championship



harder, and as Lorenzo finally succumbed with four laps left, Rossi followed the Ducati.

He was clearly slower on the straight, and as the pair escaped the result seemed inevitable. Though they swapped the lead several times, Dovi seemed to have superior speed. But as Rossi led the start of the last lap, the feisty Italian managed to stay just far enough ahead, crossing the line 0.174sec ahead of his compatriot. How, at the age of 36, could Rossi still do this? Surely it was not simply his exclusive choice of a harder front tyre?

"It is not a sport of athletics," he explained. "The motivation is the important thing. I put this battle at the top of my career – at the same level as with Marquez or Lorenzo, because Dovi rides in a very clever way.

"Racing with Stoner and sometimes with Jorge, the races were finished after three laps. Now MotoGP is changing. With Marquez we are often fighting to the end. I prefer it like this."

By the finish, the next pair were a couple of seconds adrift, and this time Ducati power did prevail, with Iannone gaining his first MotoGP podium 0.5sec clear of Lorenzo.

Joy was unconfined in the Ducati pit. All expectations

of new chief Gigi Dall'Igna's redesign had been met. In its first race, the GP15 had swept away all the old problems of understeer and handling issues that wore out the tyres and riders by the middle of every race. Even so, Dovizioso was gutted not to clinch the win.

"If you told me before the race I would be a close second to Valentino, I would have been happy," he said. "But the race is long: in 45 minutes you can change your opinion!"

"How to ride this bike is different from last year. I can manage the tyre, I don't have to use so much energy. I am able to make similar lines to Jorge and Valentino."

With Marquez fifth, Pedrosa had lost another four seconds in sixth, and after the race revealed that the same arm pump that blighted his results last season had come back strongly. In a bleak postrace statement, he hinted he might withdraw from upcoming races to seek a more permanent solution. Only two seconds down, Cal Crutchlow (CWM LCR Honda) emerged to lead a close battle for seventh from Monster Yamaha teammates Bradley Smith and Pol Espargaro. Hernandez dropped off the back for 10th, and likewise 11th-placed Aleix Espargaro, in an unexpectedly impressive Suzuki debut.

CHUMPS of the weekend



Marc Marquez wrecked his chances with a rookie mistake: "I got onto the dirty part of the track and I decided it was better to run off than risk crashing. By the time I got to fifth I'd overheated my tyres, and the leaders were four seconds away. I decided it was better to get 11 points than risk crashing."





HERO of the weekend

Gigi Dall'Igna took over at Ducati at the start of last year, and said it would take a year to get the faltering race department back on track. Dovizioso's pole position showed how much progress had been made; second and third in the race underlined the quality of that progress.



Main: Dovizioso (4) had put up a great fight and was tantalisingly close to bagging his second MotoGP victory **1.** Oh look! A leading pack in MotoGP and not a Repsol Honda to be seen! **2.** A couple of good mates and a couple of good sports **3.** Miller, all things considered, had a pretty decent MotoGP debut



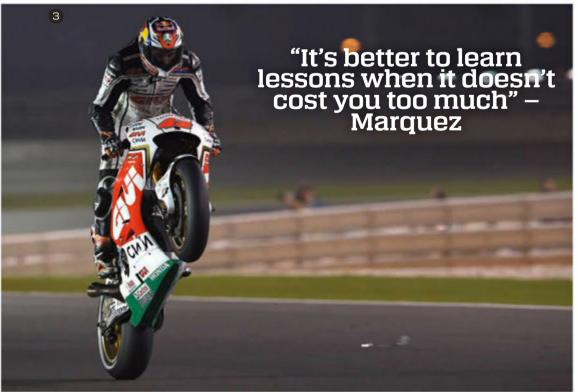
Petrucci's Ducati was a lone 12th; Scott Redding's factory Honda debut on the Estrella Galicia 0.0/Marc VDS bike left him a disappointed 13th.

Class rookie Maverick
Viñales (Suzuki) emerged
victorious over top Open
finishers Hector Barbera
(Avintia Ducati) and Stefan
Bradl (Athina Forward
Yamaha). All three had passed
Nicky Hayden's Aspar Honda,
fading in the late stages with
electronic problems, but
comfortably clear of new
teammate Eugene Laverty.

Karel Abraham (AB Honda) and Australia's best hope Jack Miller (CWM Honda) had both been ahead of Laverty, but a desperate lunge by Miller in his very first MotoGP race on the last lap took both of them out.

Melandri was saved from coming last in his Aprilia return when new boy Loris Baz (Athina Forward Yamaha) pitted for a tyre change, finishing three laps down. The next race is at Austin, USA.





briefs

STOP PRESS!

DANI PEDROSA'S IMMEDIATE racing future is in doubt, after the return of severe arm-pump at Oatar.

But Honda race boss Livio Suppo denied he will be calling Casey Stoner as an emergency replacement. Pedrosa qualified second, but slumped to sixth, and made a statement after the race not only explaining the problem, but suggesting he might pull out of the action for the foreseeable future.

"It's a long story. In this race again I had an arm-pump issue that I've had for one year," he said. "I started to have problems last year, struggling in every race. My results were never good because of this."

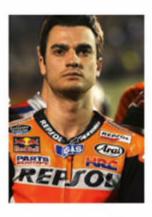
Surgery after round four had failed to solve the problem, "though I didn't say anything in public". Over the winter, "I travelled all around and saw several doctors, seeking new surgery. All the answers were the same, I should not have surgery again. I tried working in a non-aggressive way, but today I had this again.

"I need to solve the problem. I cannot continue to race and perform in this way. But I don't know exactly what to do."

Suppo was not sure if Pedrosa would race in Texas. "I think the best thing would be for him to sleep on it, and try to find a solution. Honda will stay close and support him."

It was too soon to say if he would race at the next round, but when asked if he would approach Stoner he laughed.

"Casey has said many times he will never come back to MotoGP," he said.





Main: Folger (94) battles with Simeom 1. (Left to right) Simeon, Folger, Luthi on the podium 2. Anthony West, whose bike developed gearbox problems, was one of the seven riders to record a DNF in the season opener

Round 1 Losail International Circuit, Oatar



Folger gets luckly

Lowes, Rabat and Zarco among fallers as Folger romps home

onas Folger (AGR Kalex) won a drama-filled race. The first victim was Sam Lowes (Speed Up), who had been rampant in practice and started from pole. He crashed out on lap three with "a stupid mistake that spoiled a wonderful weekend".

Third front-row starter, defending champion Tito Rabat (Estrella Galicia 0,0 Marc VDS Kalex) was also doomed to failure. A poor start saw him finish lap one eighth, and he had picked up only one position when he also crashed out at the start of lap four, after tagging Simone Corsi's Athina Forward Kalex, sending him down and out as well.

Johann Zarco (Ajo Motorsport) sailed serenely onwards, with a lead of almost five seconds and no threats in sight. Jonas Folger (AGR Kalex) was second, and Xavier Simeon (Federal Oil Kalex) third, all nicely spaced out.

Then with three laps left Zarco suddenly slowed as he ran onto the main straight, staring down at his failed quickshift mechanism with such intensity that he came within inches of a disastrous crash into pit wall. He was stuck in third gear, and could only limp onwards as those he had outdistance rapidly caught up. Folger and Simeon flashed past.

Behind, Franco Morbidelli (Italtrans Kalex) and teammate Mika Kallio had been engaged with Thomas

Luthi (Derendinger Kalex) and Sandro Cortese (Dynavolt Kalex); while class rookie Alex Rins (Paginas Amarillas Kalex) was steadily closing up.

By the penultimate lap Luthi had got clear with Rins inches behind, the Swiss rider inheriting the last rostrum spot. Then came Morbidelli, Kallio and Cortese, with the disconsolate Zarco another seven seconds down in eighth.

Louis Rossi (Tasca Tech 3) narrowly headed a gang of four for ninth, with Moto3 champion Alex Marquez (EG 0,0/Marc VDS Kalex) 11th behind Lorenzo Baldassarri.

Anthony West (QMMF Speed Up) crashed out of a pointsscoring spot at half distance, suffering gearbox problems.

Round 1 **Finishing positions** MOTO2 - 20 LAPS

GER KAL 40m18.532s J FOLGER T LUTHI KAL A RINS ΚΔΙ +12.202s F MORBIDELLI KAL +14.385s M KALLIO KAL +14.413s J ZARCO KAI I ROSSI TFC +20.914s 10 L BALDASSARRI A MARQUEZ 12 H SYAHRIN ΜΔΙ ΚΔΙ 13 LSIMON SPF 14 T NAKAGAMI KAI +29.784s 15 D AEGERTER

GER SUT +1m15.596s 22 J RAFFIN SWI KAL +1m15.641 DNF: R CARDUS (SPA. TEC), A WEST (AUS. SPF), S CORSI (ITA, KAL), T RABAT (SPA, KAL), L SALOM (SPA, KAL) A PONS (SPA, KAL), S LOWES (GBR, SPE)

TEC

KAI +36.850s

KAL +49.670s

KAL +48,346s

16 M SCHROTTER

20 R MULHAUSER

FΔIT

18 A SHAH

17 R KRIIMMENACHER SWI

ZARCO 1m59.918s (2014 M VINALES, 2m00.168s)

RIDER STANDINGS AFTER 1 OF XX ROUNDS

1 | FOLGER 25 2 X SIMFON 20 3 T LITHI 16 4 A RINS 13, 5 F MORBIDELLI 11, 6 M KALLIO 10, 7 S CORTESE 9, 8 | 7ARCO 8, 9 | ROSSI 7, 10 | BALDASSARRI 6





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Round 1 Losail International Circuit, Qatar

Fast, first, French

Alexis Masbou played it smart and fast to take the win

ith the top 20 riders all qualifying within a shade over one second of Alexis Masbou on the SaxoPrint Honda, it was always going to be close. So it proved, in spades.

It was also something of a Honda whitewash. Numbers on the NSF250RW had swelled to 12 after last year's title, and the Japanese bikes took the top five positions, with only three of them failing to make points in the top 15.

Masbou led away, but there would be a hatful of leaders, with Niccolo Antonelli (Ongetta-Rivacold Honda) in front at the end of lap one. Then it was Brad Binder (Red Bull KTM) for a couple of laps; then Leopard Honda rider Danny Kent for three more.

Masbou led again; the Efren Vazquez (Leopard Honda) for a spell; Kent once more;

and under-age rookie Fabio Quartararo (EG 0,0 Honda). Plus, with four laps left, Pecco Bagnaia (Mapfre Mahindra).

It was all somewhat notional, with at half distance a lead pack of 18 within just over two seconds, and the usual reshuffle at every corner.

The last lap was going to be desperate, and so it was. Vazquez led at the start of it. Then came Quartararo and Bagnaia, but the pair would collide halfway round, sending the Mahindra rider onto the Astroturf, only narrowly maintaining control.

And in the final shuffle and gallop to the line, pole man Masbou timed it perfectly to sneak ahead for his second GP victory, by just 0.027 of a second from Enea Bastianini (Gresini Honda) and Kent.

Vazquez was fourth; while a canny John McPhee (SaxoPrint Honda) had played a waiting game, and came through for fifth four tenths behind.

Isaac Vinales (Husqvarna) was the first non-Honda, from Quartararo and Antonelli by one thousandth of a second. Bagnaia recovering for ninth, still less than a second behind.

Binder was 10th; then Locatelli and Navarro (both Honda); Karel Hanika (KTM); and only then a gap of greater than half a second to Oettl (Schedi KTM) and GP firsttimer Jorge Martin (Mapfre Mahindra), with the last point.

Moto3 is alive and well in spite of the departure of Marquez, Miller, and others.

Fancied new Red Bull KTM rider Miguel Oliveira crashed out on the first corner, but came back for 16th.

Rookie Remy Gardner highsided heavily out of 22nd position on lap nine.

Niklas Ajo (RBA KTM) also crashed out; while Romano Fenati (SKY VR46 KTM) retired with one lap to go. Main. Typically packed Moto3 grid which bought some typically great ding-dong battles 1. All eyes were on Quartararo for the opening round and he nabbed seventh

2. Remy Gardner high-sided out of his first race of 2015

Round 16 Finishing positions

MOTO3 - 18 LAPS

POS	RIDER	NAT	BIKE	TIME
1	A MASBOU	FRA	HON	38m25.424sec
2	E BASTIANINI	ITA	HON	+0.027
3	D KENT	GBR	HON	+0.142
4	E VAZQUEZ	SPA	HON	+0.288
5	J MCPHEE	GBR	HON	+0.693
6	I VIÑALES	SPA	HUS	+0.765
7	F QUARTARARO	FRA	HON	+0.772
8	N ANTONELLI	ITA	HON	+0.773
9	F BAGNAIA	ITA	MAH	+0.909
10	B BINDER	RSA	KTM	+1.317
11	A LOCATELLI	ITA	HON	+1.546
12	J NAVARRO	SPA	HON	+1.608
13	K HANIKA	CZE	KTM	+1.869
14	P 0ETTL	GER	KTM	+2.504
15	J MARTIN	SPA	MAH	+5.119
16	M OLIVEIRA	POR	KTM	+6.814
17	J KORNFEIL	CZE	KTM	+8.760
18	J GUEVARA	SPA	MAH	+9.259
19	D BINDER	RSA	MAH	+11.385
20	J DANILO	FRA	HON	+27.616
21	M FERRARI	ITA	MAH	+29.071
22	M HERRERA	SPA	HUS	+29.266
23	T SUZUKI	JPN	MAH	+29.436
24	A MIGNO	ITA	KTM	+29.485
25	A TONUCCI	ITA	MAH	+29.770
26	M BEZZECCHI	ITA	MAH	+46.295
27	G RODRIGO	ARG	KTM	+46.406
28	Z KHAIRUDDIN	MAL	KTM	+1'04.409
29	L CRESSON	BEL	KTM	+1'40.606

DNF: R FENATI (ITA, KTM), L LOI (BEL, HON), H ONO (IPN. HON), R GARDNER (AUS. MAH) N AIO (FIN. KTM)

POLE POSITION

A MASBOU 2m06.170s

FASTEST LAP F BASTIANINI 2m06.56s

RIDER STANDINGS AFTER 1 OF XX ROUNDS

1 A MASBOU 25, 2 E BASTIANINI 20, 3 D KENT 16, 4 E VAZQUEZ 13, 5 J MCPHEE 11, 6 I VIÑALES 10, 7 F QUARTARARO 9, 8 N ANTONELLI 8, 9 F BAGNAIA 7,



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66

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Richard Ashcroft / Rescogs.com



race report

YOUR FORTNIGHTLY FIX



Survival of the fittest

Father and son Mal and Scott Campbell share the podium as other big-name rivals crash out

■ REPORT CHRIS DOBIE ■ PHOTOGRAPHY AYYLMAO PHOTOGRAPHY

he 2015 Barry
Sheene Festival of
Speed had plenty
to celebrate.
In addition to
remembering double 500cc
world champion Sheene, who
passed away in 2003, the event
celebrated its 10th anniversary.

Another racing legend and a friend of Sheene, Freddie Spencer was a special guest, celebrating 30 years since he claimed the 1985 250cc and 500cc world titles.

Racers came to the party in droves, pushing the Sydney Motorsport Park pit area to capacity with beautifully preserved bikes from the golden era of racing.

Unfortunately, the party got a little out of control on Saturday, continous red flags making for a stop/start event. This forced organisers to cut a number of races from the Saturday schedule.

The three-race Barry Sheene Memorial title wasn't exempt from the mayhem, and title contenders Shawn Giles, Steve Martin and Robbie Phillis were eliminated in the first few laps of the opening race.

When the dust cleared, it was Mal Campbell who claimed win and the 2015 crown, with a solid 1-1-2 scorecard. He clearly still knows the quick way around a track.

"Dean Oughtred was unlucky with his DNFs, otherwise he could have pushed for the win," Campbell said. "It was a great weekend for me; winning the Barry Sheene memorial for the first time is special."

A bumper grid of Aussie legends lined up for race one on Saturday afternoon, and

Giles built a handy lead on the opening lap. Unfortunately his Suzuki Katana lunched its insides as he entered turn two, throwing Giles down the track.

"I tried to make it into a fivecylinder Suzuki," an uninjured Giles said, examining the hole in the Katana's crankcase.

A lap later, Steve Martin and Robbie Phillis clashed, bringing out the red flag, eliminating both and sending Phillis to the medical centre (page 126). At the restart, Mal Campbell took his T-Rex Honda to the chequered flag ahead of Oughtred (Dynoverks/Suzuki) and John Allen (Custom Coating and Maintenance/Yamaha).

Phillis took no further part in proceedings, and the Katanas of Martin and Giles didn't front for competition on Sunday.

In race two, Campbell and

Oughtred again engaged in a duel, but with two laps to run, Oughtred's Suzuki shuddered to a halt, gifting Campbell maximum points ahead of John Allen and Mal's son Scott Campbell (T-Rex/Honda).

Mal only needed to stay out of trouble to claim the trophy but the red mist descended and he engaged in a race-long battle with Oughtred in the final. With no mechanical woes, Dean claimed the win, with John Allen third.

Campbell's scorecard netted the trophy, but he was most excited about sharing the podium with son Scott.

"To see Scott being able to race through the generosity of Rex Wolfenden was great. To join me on the podium, I don't think you'll see anything more special a father and son sharing a racing podium."

Main. A full field launches for race one of the Barry Sheene Memorial **1.** Malcolm Wally Campbell was super-quick all weekend **2.** Norton racer lan Lovell claimed the Ken Lucas senior challenge. **3.** Mal Campbell's son Scott arrived at the BSFoS without a ride but left with a trophy **4.** Simon Thomas was too quick for his rivals in the Freddie Spencer Guest of Honour Challenge **5.** Kiwi Patric Nussbaum turned up with a hairstyle officials didn't approve of







Class champions

Lovell, Thomas, Coote and Oughtred win

To qualify for the Ken Lucas Senior Challenge 100+, the combined age of bike and rider must exceed 100 years.

The five-lapper featured a host of classic motorcycle names including Norton, Manx Norton, Seeley, Matchless, Bultaco and even Harley-Davidson.

Ian Lovell (Clatworthy-Cutler Racing) took his Norton ES2 500 to the lead and showed a clean pair of heels through the race.

Behind Lovell, Robert Dunston (BMW 1000) and Laurie Turnbull (Norton ES2 500) fought over the remaining steps of the podium, with Dunston pulling a small gap in the run to the flag, holding Turnbull to third.

"I qualified for this race two years ago," Lovell said. "Last year we didn't have a successful run, but this year we came back and



won it. But my goal is to win a Barry Sheene Memorial event."

Simon Thomas (Yamaha) won the Freddie Spencer Challenge for Period 4, 5 and 6 125s and 250s, ahead of Stephen Ward (Armstrong) and Alan Johnston (Yamaha). Aaiden Coote (Trident) claimed victory in the Paul Dobbs memorial for Period 4 750cc, with Nick Cole (Norton ES2 500) second, and Cam Donal (EGV 500) third.

Dean Oughtred (Honda) took honours in the Ken Wootton Period 4 memorial race, ahead of Terry Martin (Triton) and Glenn Hindle (Maxton).

Have a go hero

Genesaurus Rex

When Scott Campbell's planned ride on a Honda RC45 fell through just days before this year's Barry Sheene Festival of Speed, he travelled to Sydney Motorsport Park expecting to be a spectator and an extra pair of helping hands on Campbell Snr's Honda.

Luckily Scott had the foresight to pack his helmet and leathers for the trip from Tasmania because as soon as T-Rex team owner Rex Wolfenden discovered the young charger was without a ride, he generously handed Scott

the team's spare racebike.

Packed grids meant Scott had an anxious wait as reserve number four, but as is common in historics, he got the nod just prior the first Period 5 and Period 6 Unlimited race. Starting from the back of the grid in race one, Scott fought his way from 48th to fifth within six laps despite describing the bike a lot different to anything else he has raced previously. even so, Scott claimed a 5-3-5 scorecard in the Barry Sheene Memorial series for third overall.



Choice, bro!

Hairy Situation

Kiwi racer Patric Nussbaum fell foul of officials on day one of the Barry Sheene Festival of Speed. Following two verbal warnings from the clerk of course, there was a chance the Period 6 Kawasaki racer was in danger of being sidelined for the remainder of the weekend.

The offence had nothing to do with his bike or his riding gear, but the mane of flowing dreadlocks which officials deemed a dangerous hazard as they flapped about in the breeze at high speed.

"It's taken me 20 years without a haircut to get to this point." Nussbaum said.

"Cutting them isn't an option, so I have had to find a way to tie them down."

Patrick's partner Sabine certainly had her work



cut out for her as standin hairdresser, using an assortment of elastic bands and cable ties to get the dreads under control.

Patric's head of curly locks remained restrained for the rest of the event and the show went on.

race report

1. World champ Freddie Spencer was a popular guest of honour

2. Robbie Phillis failed to listen to his inner voice and had a huge crash, elliminating himself and Steve Martin. He also copped a broken his hand for his trouble

3. There were plenty of spills and red flags all weekend



Barry Sheene Festival of Speed

2015, Sydney Motorsport Park

Spencer Remembers Sheene

THE COVER OF this year's
Barry Sheene Festival of Speed
program featured a photo of Barry
Sheene in his Suzuki leathers and
Freedie Spencer in his Honda
leathers deep in conversation as
the pair walked the pits. Despite
racing for rival manufacturers,
the pair built a friendship during
their years together.

AMCN sat down for a chat at the festival and asked Fast Freddie about his memories of Barry Sheene.

"When I raced in the match races at Brands Hatch in 1980, Barry and his whole family, Stan, Iris and Stephanie, were very accepting and welcoming despite the fact that I beat Barry twice that day," he recalled.

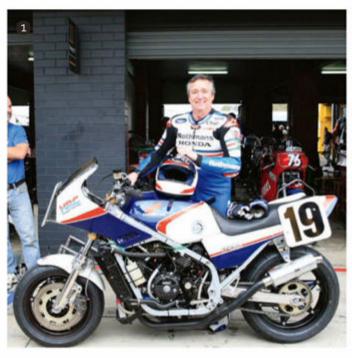
"Another great memory is of the battles we had in 1982. There were a number of fantastic duels but Argentina really stands out.

"Barry, Kenny Roberts and I battled for the lead throughout that entire race. In the end Kenny got first, Barry second and I came third. It was just a great race, with two world champions hard at it.

"When I won my first world championship, in 1983, I wrapped up the title at Imola. As I came around the final corner, to cross the finish line in second, which was enough to wrap up the championship, I looked up and saw Barry standing on the track cheering me to the finish line. I think part of his happiness was the fact that I had beaten Kenny Roberts to the title.

"Possibly one of my most special memories is from 2002 at the Goodwood Revival, which was actually the last time that Barry rode and I was there. It was really something special to share that with him.

"Barry was just such a great ambassador for the sport in so many ways. He cared about the fans and he was passionate about elevating the sport outside the motorcycle industry."



Hit Prediction

Psychic Phillis

Prior to his Turn Nine collision with Katana rider Steve Martin, Robbie Phillis had an uneasy feeling about the race.

"Something doesn't feel right," he said as he zipped his leathers. "This is how nervous I'd get before a Superbike race."

On lap three of the opening Sheene Memorial Race, Phillis arrived at Turn Nine and was unable to pull up and avoid Martin. Steve was able to get to his feet straight away but the impact with the bitumen knocked the wind out of Phillis who returned to the pits via medical centre for a makeshift cast on his right hand.

The following morning Phillis headed home with nothing but aches and pains for his troubles.

Skittles!

Get well list

It was carnage over the three days of the festival – thankfully most riders picked themselves up and dusted themselves off. Not all got off so lightly.

On Friday afternoon, sidecar racers Peter Silk and Lionel Cornwell turned hard left at the end of the main straight. The crash destroyed their outfit and left Peter and Lionel with serious

injuries. On Saturday afternoon's Period 5 and 6 1300 race, Laurie Fyffe crashed at Turn Two, and managed to get his leg tangled in the wheel of a competitor's motorcycle. It took doctors and mechanics to separate the pair. Once extracted, Fyffe was transported to the local medical centre but was eventually given the all-clear to go home.







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race report

YOUR FORTNIGHTLY FIX



Herfoss wins as Wagner stuns

Blowing away season regulars, last-minute stand-in Aiden Wagner is pipped to the post by just one point

REPORT CHRIS DOBIE PHOTOGRAPHY AYYLMAO PHOTOGRAPHY

t would be hard to imagine Team Honda Racing boss Paul Free having anything to worry about following his team's dominance of the opening round of the 2015 Australasian Superbike Championship at Sydney Motorsport Park.

But when you consider it was substitute rider Aiden Wagner (Motologic) who stole the show, and almost overall victory from Honda Teammate Troy Herfoss, you can see Free's dilemma.

Wagner was brought into the team to replace injured Jamie Stauffer and, despite having never ridden a Superbike in anger, the Supersport hot-shot took to the action like a duck to water, leaving many seasoned campaigners in his wake.

Free now needs to either make room in his team for the talented youngster, who could be a serious championship contender if given the chance, or allow him to slip through Honda's fingers to make room for the returning Stauffer.

The only thing which ended up stopping Wagner from completely stealing the show on Sunday was the determination shown by teammate Troy Herfoss. In the end, Herfoss was forced to call on his one bonus point from qualifying to ensure he claimed overall round victory.

Herfoss shadowed his younger teammate throughout the last race, before pouncing in the dying stages to claim the race and round win.

"There were a couple of opportunities to overtake during the race," Herfoss said.

"I actually didn't want to go to the front too early and a couple of times it was hard not to move to the front."

Yamaha fans hoping for big

things from Yamaha's all new YZF-R1M will need to wait a little longer. While the blue bikes showed bucket loads of speed, and attracted more than their fair share of attention in the pit area, the new bike suffered from a limited test program leading up to the season opener.

Defending series champion Wayne Maxwell (Yamaha Motorcycle Insurance) and Yamaha young-gun Cru Halliday (Yamaha Motorcycle Insurance), both stood on the race podium with a third place apiece.

In race one Halliday was able to take the fight to the two leading Hondas, running in second position until losing touch late in the race.

Third Yamaha rider Glenn Allerton (Yamaha Motorcycle Insurance) found himself in unfamiliar territory – with the current Aussie champion struggling to find a comfortable set up on the YZF-R1M.

Kawasaki riders Sean
Condon (Ixon / Sidi / Biketek
/ Shark / GB Racing) and
Mad Mike Jones (Australian
Outdoor Living / Motul / Pirelli
/ LEDA) both proved the green
machines still have plenty of
fight, with the two privateers
displaying flashes of racewinning pace through the two
15-lap races.

With a six-week break until the second round of the series at Mallala International Raceway in South Australia, Team Honda Racing will be trying to work out how to fit three race-winning riders onto two race-winning motorcycles, while the Yamaha Racing Team will be crawling over its data from round one, desperate to come out swinging in South Australia and climb podium steps.

Main. Herfoss came close to being upstaged by Wagner, who was a substitute for injured rider Jamie Stauffer 1. Say cheese! The umbrella girls were eager to feign interest 2. Young gun Cru Halliday is in equal third-place with teammate Wayne Maxwell, both on 38 points 3. Apart from nursing damaged fingers and a shoulder injury, Condon was also fighting a chest infection 4. Wagner had a remarkable race, considering it was his first ride on a Superbike







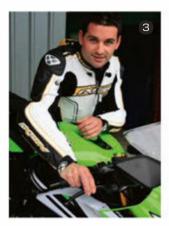
Anyone got Aspirin?

Condon's

POOR OLD SEAN Condon has been in the wars lately. Just as he felt he was on the mend following his huge crash during the Phillip Island round of the World Superbike Championship, the BikeBiz, Ipone, Swann Insurance Racing Kawasaki rider managed to pick up a nasty chest infection in the days leading up to the opening ASC round.

Despite struggling to breathe without breaking into a cough - and still having trouble with his left shoulder and the fingers on his right hand looking like anything but fingers - Condon said he was still able to ride at the front.

"Mentally I feel strong on the bike, and know I can run up front, but physically I'm only about 70 percent," he said. "I'm still recovering from two broken



fingers and a dislocated shoulder. and now I have a chest infection. It was a bit of a punch in the face when I woke up on Wednesday morning and knew I was sick.

"Standing in the pit you certainly hurt, but once you get out there to race, and the adrenalin kicks in, it starts to fade a bit."

Condon also celebrated his 26th birthday on Sunday.



Track Attack

ASC

Sydney Motorsport Park



Circuit length Race distance 58.95km

2014 winners Race 1 Jamie Stauffer Race 2 Mike Jones Race 3 Josh Hook

Did you know?

The Sydney Motorsport Park complex has four layouts: the Gardner Circuit (most used), the extended Brabham Circuit, the Druitt Circuit and the short Amaroo Circuit

Top 5 Superbike

After 1 round of 7

POS	RIDER	BIKE	POINTS
1	TROY HERFOSS	HONDA	48
2	AIDEN WAGNER	HONDA	47
3	WAYNE MAXWELL	YAMAHA	38
4	CRU HALLIDAY	YAMAHA	38
5	GLENN ALLERTON	YAMAHA	31

Top 5 Supersport After 1 round of 7

BRAYDEN ELLIOTT TROY GUENTHER KAWASAK MITCH LEVY YAMAHA

YAMAHA

MICHAFI BLAIR

Good earplugs the secret weapon

Impressive debut

YOUNG CHARGER AIDEN Wagner had a Superbike debut to remember. Following a lateminute call-up to the factory Honda team to replace an injured Jamie Stauffer, Wagner repaid the faith placed in him by Paul Free by winning the first race of the 2015 season.

Making the feat even more impressive was the fact it was Wagner's first-ever race on a Superbike.

"That wasn't on the cards," Wagner said after his impressive debut. "I had to learn a few things from the other guys early on in

the race. I knew if I stayed with them I could be competitive."

When given the opportunity to move into the lead, Wagner said he was initially hesitant to move too soon.

"I noticed Troy's tyre starting to go off, and I thought if I get around him maybe I could pull away, so I just went for it and tried to be as consistent as I could be," he said.

Wagner said the secret to leading from the front is to try and block out competitors following behind.

"A set of good earplugs is great for that," he joked.



Quick, what's been...

Aiden Wagner – second place, Superbike

The best? "This weekend has been a great experience all over. Having the team there to help me to learn about the bike has been great. Also having Troy and Jamie there to help me out has also been a highlight".

The worst? "Probably losing the last race to my teammate, but there's no one I would rather have taken it off me than Troy - he's been such a great sport about the racing and has showed me a lot over the weekend."

The funniest? "There are lots of them. We've been having a great time over the whole weekend it's been a laugh-a-minute. I still have my race face on right now, so it's hard to pinpoint one, but the whole team has been great."



race report

Australasian Superbike Championship

Round 1. Sydney Motorsport Park



Consistency name of the game

Brayden Elliott emerges victorious with two third places and a second in Supersport class

ollowing Callum
Spriggs' (Allsite
Concrete Cutting /
Hydro Construction
/ YMI) total
domination of Saturday's
national FAX Series – handing
out three race hidings to his
rivals – there would have been
a strong argument to wager
your house on the young

Queenslander also cleaning up on Sunday. But such is the competitiveness of the 600cc Supersport class that it took just one small slip by Spriggs to go from raging hot favourite to podium no-show. When Spriggs crashed on the opening lap of race one, suddenly the round was up for grabs. Yamaha rider Michael Blair

(Blairbuilt / Campbell Home Hardware / ARAI / R Statichi) made the most of the situation to claim victory in race one, ahead of Suzuki rider Brayden Elliott (Royan Truck Repairs) and Yamaha-mounted Mitch Levy (Warm & Safe Australia).

Spriggs won races two and three – but with Elliott posting two third places, to add to his second place in race one, the protégé of multiple Australian Champion Shawn Giles had done enough to claim his maiden round victory.

Kawasaki's Troy Guenther (Fresh Chef / PI Technical / Wallace) claimed second overall courtesy of a 4-2-4 scorecard, with Mitch Levy (3-4-6) third overall.

Ouick, what's been...

Brayden Elliott – round winner, Supersport

The best? "The best part of the weekend is of course to be standing here with the race win – it's a really great feeling. But also another highlight would be getting my first race podium on Saturday."

The worst? "That's hard. Tyre wear was tough this weekend. We ran the same set of tyres all day on Saturday and they were starting to get really secondhand. It was also pretty edgy for the last race on Sunday."

The funniest? "Hanging around my family and Shawn Giles is always a laugh. I've been sharing a room with Gilsey on this trip and it's been pretty funny at times. When he tells a funny story he gets so passionate."



Main: Round one winner Elliott (7) is trailed by Guenter (65), Levy (68) Troy Swallow (23) and AMCN's Sport Editor Paul Young (96) 1. Burgess had a great result in the Ninja 300, scoring two firsts and a second 2. Birchall heads the Formula Xtreme series 3. Byrne had a 1-2-1 scorecard to clinch the first round of the Formula Oz series

Ladies and big blokes

Action across the board

THE STREAMLINED 2015 ASC support card has seen the return of the cut-and-thrust Ninja FX300 Cup, now featuring the FOB competition for over-40 year old riders who weigh over 90kg, as well an under-20s competition and the Ladies Cup.

Luke Burgess (Kawasaki Motors Finance) claimed opening round honours courtesy of a (1-1-2) scorecard. Second overall was Tony Jones (XXX Rated Suspension) with a 2-2-3 result and Ryan Masri (Fast Track Comms / Ipone) coming third with 4-5-4 results. Masri also claimed top honours in the U20 championship (2-1-1).

Mark Rogers (PM Racing / Avery's Concrete Cutting /

Melscorp / Shell / HEL) was victorious in FOB, while Di Jones claimed the honours in the Ladies Cup (1-2-1).

In the new Formula Xtreme class for C and D grade Superbike riders, Glenn Birchall (Cutting Edge, Ram M/C / Pirelli) drew first blood with a clean sweep of the three races. Brendan McIntyre (3-2-2) claimed second overall, with Rancell Desker (Moto Garage / Dunlop) third with a 2-4-4 result.

In the run-what-you-brung Formula Oz category, Paul Byrne (LTR Honda / Triplenine Group / Purgetec), on his Honda CBR 1000RR, and Kawasaki ZX-10R rider Phil Lovett (Cessnock Motorcycles / Lovett's

Earthmoving) engaged in three ding-dong battles before Byrne claimed the honours with a 1-2-1 scorecard, ahead of Lovett 2-1-2 Darren Wilbow (Yamaha R1) was third (5-3-3)

KTM 1290 Super Duke R campaigner Angus Reekie (KTM. Motorex, Bell Helmets, SBS) has a new Pro-Twins and Nakedbike nemesis for 2015 in the form of the 1600cc V-twin Irving Vincent machine ridden by Beau Beaton (McMartin Racing / Racer's Edge / North Coast V-Twins).

Reekie won the opening two races before Beaton broke through for his first category race victory in race three. Ducati 848 rider Darren Jones (Estate Master) claimed third.









Back to basics

Herfoss first

NEW QUALIFYING RULES for the 2015 Australasian Superbike Championship meant the scrapping of the 2014 system of fastest race lap time on Saturday sitting on pole for Sunday. Instead, the winner of Saturday's national round will now sit on pole position for Sunday.

First to benefit from the new system was Honda's Trov Herfoss. After finishing race one in second position, hot on the heels of teammate Wagner, Herfoss managed to hold Condon and Wagner at bay in race two to claim the round victory and the right to start on pole the following day.



Top 5 Formula Xtreme

After 1 round of 7					
POS	RIDER	BIKE	POINTS		
1	GLENN BIRCHALL	KAWASAKI	62.5		
2	BRENDAN MCINTYRE	SUZUKI	53		
3	RANCELL DESKER	KAWASAKI	49		
4	MICHAEL WITCHARD	KAWASAKI	48		
5	SOMPHOT ROESNER	APRILIA	38		

Top 5 Formula OZ

After 1 round of 7					
POS	RIDER	BIKE	POINTS		
1	PAUL BYRNE	HONDA	72		
2	PHIL LOVETT	KAWASAKI	69		
3	DARREN WILBOW	YAMAHA	56		
4	SIMON GALLOWAY	BMW	52		
5	BRETT KITCHIN	KAWASAKI	47		

Top 5 Ninja 300

After 1 round of 7					
POS	RIDER	BIKE	POINTS		
1	LUKE BURGESS	KAWASAKI	72		
2	TONY JONES	KAWASAKI	64		
3	RYAN MASRI	KAWASAKI	52		
4	RYAN SELLEN	KAWASAKI	45		
5	SAMUEL DAVISON	KAWASAKI	43		

Top 5 Pro Twins & Nakedbike

After 1 round of 7

200	RIDER	BIKE	POINTS
	ANGUS REEKIE	KTM	72
	BEAU BEATON	VINCENT	69
	DARREN JONES	DUCATI 848	56
	MARIO GONZALES	APRILIA RSV4	54
	MICHAEL MCMILLAN	APRILIA RSV4	52

In the firing line

Our pick of the pics

Supersport rider Brad Swallow (Flip and Flo / Duspeed / On Two Wheels Motorsport) found himself in the hot seat at round one - literally.

When his Kawasaki ZX-6R threw its chain off mid-corner, the young NSW rider endured a long slide across the tarmac on his arse.





race report



Australasian Superbike Championship



Having fun on a naked

Reekie faster after eight years

KTM RIDER ANGUS Reekie (KTM

/ Motorex / Bell Helmets / SBS) proved he was keen to push his KTM Super Duke R even harder in 2015, by breaking the SMSP nakedbike lap record during the opening race of series.

The lap record, posted by Scott Charlton on a Yamaha FZ1, had stood for more than eight years.

"In 2007 Scott Charlton lowered the lap record around here to

1m34.517s," Reekie said.

"We were not actually aiming to beat the old lap record this weekend – we are just here to race our own race, have fun and just do what we have been doing for the past few years.

"In the first race I was really just out there seeing how the bike felt and seeing what the Irving Vincent was doing, so to get a new lap record is an added bonus. The bike is running well, it ran faultlessly throughout last year and we have not made any changes to the bike between last year and this year.

"It's still the same 1298 Super Duke R anyone can buy off the showroom floor, with a couple of items from the KTM PowerParts catalogue added."

By the conclusion of the weekend Reekie had reduced the lap record to 1m33.623s.

Spick 'n' span

Best Present

THE AMCN BEST Presented Team Award is back for 2015 and the finalists from the first round were Suzuki-mounted Supersport rider Brayden Elliott (Royan Truck Repairs), fellow Supersport Yamaha racer Jordan Carlsson (YRD) Dynojet / Yamaha / Ipone Powerhouse / Berik / Shark / Dave's Smash / AXO) and Pro Twins and Nakedbike newcomer Beau Beaton (McMartin Racing, Racer's Edge, North Coast V-Twins). The first best presented award of 2015 goes to Beaton's Irving Vincent team, Look out for a poster in the next issue.



Vincent to Ducati

Busy Beau

BEAU BEATON HAD his fitness and adaptability severely tested at Sydney Motorsport Park. He arrived at the circuit to discover the two classes he was competing in – Nakedbike / Pro Twins and Superbike – had been scheduled back-to-back.

The quick-paced schedule meant Beaton literally had to jump off one bike and onto another, something he hadn't banked on leading into the event.

"It was a bit of a surprise," Beaton said.

"Last year they had a few classes in between.

"It's a bit hard to race backto-back and go from the Irving Vincent onto the Ducati."

Beaton said having two races back-to-back was more a test of his flexibility than his fitness.



"I'm already pretty fit – it's more adapting to the 2014 model Ducati after stepping straight off the old-school Vincent," he said.

"It's a big difference between the two in the type of riding style required."

Lookin' good. Doh!

Bitumen fairies

PRO-TWINS RACER Sophie Lovett broke a golden rule of motorcycling prior to the opening round of the ASC.

After purchasing a brand new set of black and white leathers to replace her signature pink, blue and lime green set, the normally meticulous Lovett forgot to appease the bitumen fairies by rolling across the bitumen in them prior to her first ride. The result was a huge slide along the circuit at Turn Two – which turned the new cowhide into a road-rash party.

"I just bought these new leathers to look at bit more presentable and now look at me!" an uninjured Lovett said when she returned to the pit.





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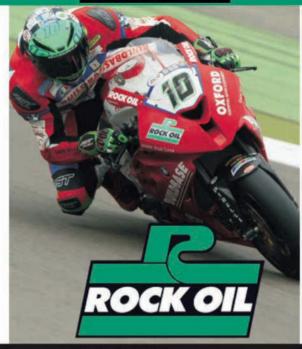
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uzuka 8-Hour

Stoner to race Suzuka 8-Hour

THE DECISION BY Casev Stoner to fulfil a long-held desire to race in the Suzuka 8 Hour will tick-off one more thing from his racing bucket list. The double World Champion, who retired from MotoGP at the end of 2012, will return to contest the 8 Hour in July - riding a factory-entered Honda CBR1000RR.

While Stoner racing in the 8 Hour is a tantalising prospect for fans, he says he has "zero interest" in a full-scale comeback. His decision will be a massive boost to the profile of the Suzuka 8-Hour, and comes in the wake of Stoner continuing to reject offers from Honda for a MotoGP return.

"This is not about me missing racing, it is because I now have the time and energy to do the 8 Hour and at the same time help out Honda," Stoner said.

"The challenge of the 8 Hour was always something I wanted to do, but it never fitted my busy schedule when I was doing grand prix. It used to be a very prestigious race which all the top riders did until the GP season got so busy. Riding a MotoGP bike fast is easy for me, but the 8 Hour bikes are different.

"I wasn't sure what to expect when I rode the CBR at Sepang at the Honda test in January. but I felt I was on the pace. Even then it took me a long time to agree to do the 8 Hour."

At the Sepang test Stoner's role was to evaluate the Honda RC213V MotoGP bike, and even after three days he says he was not inspired to change his mind about retirement.

"No, not for one second have I thought to return to MotoGP -no regrets at all," Stoner said. "Honda ask me every year to race in MotoGP,



which is a very nice feeling. With the success Marc is having and with Dani also up front, you would think that is all they need. But Honda still think I have something and they want me out there racing full-time, but no way."

Stoner famously rejected HRC's offer of \$15+ million for a single season of racing in 2013 following his shock retirement decision.

Speaking after the Qatar Grand Prix, HRC team principal Livio Suppo rejected the scenario that Stoner could replace Dani Pedrosa in MotoGP as the Spaniard seeks relief from chronic arm pump that threatens his career.

COLIN YOUNG

MOTOGP

Ducati: the unfair advantage

THE RESURGENCE OF Ducati with the new GP15 is not all it appears.

There is an unfair advantage and Valentino Rossi does not comprehend why it is so.

After a titanic contest, Rossi finished just 0.174sec ahead of the GP15 ridden by Andrea Dovizioso in the Oatar Grand Prix. But the Ducati had a fuel allowance of 24 litres and an extra soft tyre for qualifying which helped put Dovizioso on pole position. And for the rest of this season, Ducati has virtually unlimited engine development with 12 engines.

The factory Yamahas and Hondas are restricted to a power-sapping 20 litres, no soft qualifying tyre and just five engines per season.

And using the same medium compound rear tyre, Dovi came close to snatching a dramatic win from Rossi in Qatar.

"This is very unfair because now the Ducati is very fast - I don't understand why they have this advantage," Rossi said.

"Last year maybe yes, but now they are fast like us - also with our race tyre. So I don't know why they also have the soft tyre. If they win a race or get podiums (three) they lose just two litres of fuel, which is nothing. It is something strange that in motorsport that rule just happens in MotoGP."

Ducati, Suzuki and Aprilia have concessions because they haven't won a MotoGP race since the beginning of 2013. CY







Tough start for Miller

JACK MILLER KNEW it wasn't going to be easy, but he remains upbeat after the challenge of his MotoGP debut at the Oatar Grand Prix. A year ago Miller won the Moto3 race in Doha, one of six race wins in 2014 that skyrocketed him to a HRC contract and instant promotion to the premier class.

This was always going to be a lot more stressful and massive learning curve aboard a 193kW (260hp) Honda Open class bike.

While Miller's first MotoGP race resulted in a last-lap crash and a DNF, the long game remains his priority, as it does with the LCR Team and Honda who insist there is no rush.

Miller started 22nd after a harmless crash in qualifying and had showed impressive pace in the final free practice just 1.3sec off Andrea Dovizioso's fast time in a tightly bunched field.

A snappy start and pushy first lan had Miller in 12th on lan one. but he ran wide on the brakes

on lap two and slipped to 23rd before his last lap tangle with Karel Abraham (Honda).

"Of course it would be stupid to say I don't care where I finish," Miller said.

"I want to be as close to the front as I can, even though the team say there is no pressure on me and just to learn. I want to finish races and I don't want to be last.

"I want to be in the points as much as possible and I want some top 10 finishes. Beyond a shadow of a doubt I think I can do that later in the season.

"I've got to keep working and moving forwards. I'm learning and feeling more comfortable on the bike every time I go out."

On the last lap in Qatar Miller was 19th and was bunched with fellow Honda Open riders Abraham and Eugene Laverty.

"I got off to a good start and I was going quite good, but made a few mistakes and got a little too tight on the bike," Miller said.

"I was in too much of a rush to pass Abraham and went too deep and lost the front. Unfortunately it took both of us out. Being on the last lap it was a shame not to finish the race, but we learnt so much and I'm looking forward to carrying on the learning process at the next race in Texas."



briefs

No energy

Sponsorship woes hit the headlines at Oatar, as the Aspar MotoGP team - fielding Nicky Hayden and Eugene Laverty ripped off its Drive M7 stickers, and announced its expected backing had been cancelled at the last minute. It was the culmination of a confusing chain of events, after the team's first invoice to the Malaysian energy drink sponsor was issued in February, but remained unpaid in March. This was unexpected, because the original contract, beginning last season, was for three years. There was a get-out clause set for last September, which had not been exercised at the time. The bikes appeared with the sponsor's name replaced by: Team Aspar.

MICHAEL SCOTT

Dirty laundry

The other big money question hung over the LCR team of Miller and Crutchlow - expanded to two riders this year with sponsorship from London on-line foreign exchange firm CWM FX, after 13 of the financial institution's staff including big boss Anthony Constantinou were arrested on suspicion of money laundering and fraud. It's not clear how this affects the on-line foreign exchange side of CWM's business, and the sponsorship: but significantly the firm's web site was promptly taken off line.

Suzuki's solid start

Suzuki's return to MotoGP was far better than expected, given last year's tests, with both riders showing strongly in a convincing chase of the established factory bikes. Most impressive was the corner speed, allowing Espargaro to make up for a significant top speed difference, in spite of the long 1km-plus straight. In qualifying, his best speed was 327.4 km/h, almost 20 km/h down on the fastest Ducati. which was more than 6km/h faster than Pedrosa's top Honda. Access to softer tyres helped, but he also praised the braking, and added: "Last year (on the Yamaha) I really struggled with a full tank in the early laps, but the Suzuki is much better."



Gibbs stars at Horsham MX Nats

THE OPENING ROUND of the 2015 MX Nationals has been run and won, with tomorrow's future champions leaving their mark on a spectator-packed Horsham venue in Victoria.

With a huge build-up to the 2015 series, it was anyone's guess as to who would have the recipe for success, and who would find the winning form required when on the hunt for a new championship.

On a perfectly prepared circuit, Horsham dished out the goods and provided perfect conditions for this years first outing. In the Monster MX1 class it was a clean sweep by KTM Motocross Racing's Kirk Gibbs that earned him a first round top-podium position.

Claiming first place in both motos, Gibbs took the round overall and the red plate, ahead of CDR Yamaha's Kade Mosig in second, while teammate

Luke Styke rounded out the podium in third.

Defending MX1 champion Matt Moss was a notable absentee from the front of the field, finishing both motos in 14th position, in a disappointing round one outing for the Suzuki Factory Team.

The Motul MX2 Class hosted a number of battles across the two races at round one.

Serco Yamaha's Luke Clout and Jed Beaton took a moto win each for the Yamaha team. However in race two, a 10-second penalty was handed to Clout for hitting a marker, which forced the former MX2 champion to settle for a fourth-place position.

The theme of the day was that consistency pays off, with Beaton claiming the overall win for the round, ahead of teammate Clout, followed



by veteran and Japanese motocross champion Takeshi Katsuya who finished the day in third place on the podium.

Round two of the 2015 MX Nationals will be held at Appin in New South Wales on Sunday 12 April.

KIRK GIBBS KADE MOSIG KTM LAWSON BOPPING VAM CODY COOPER HON Motul MX2 LUKE CLOUT YAM TAKESHI KATSUYA VAM NATHAN CRAWFORD HIIS

Supercross gets serious

Local Supercross looks set for a boost in exposure this season, with Motorcycling Australia (MA) announcing a restructure of the Australian Supercross Championship. This will involve four seperate promoters running events across four states, with MA coordinating the series.

The calendar runs from 10 October to 5 December, and sees single rounds being held in South Australia and Victoria, while Queensland and New South Wales get two rounds each. Much like the plight of the Australian Superbike Championship (ASBK) in recent years, the Australian Supercross Championship has been plagued by instability, making it difficult for privateers, as well as factory supported teams and their sponsors to commit to the series with. A lack of confidence and support among competitors and



sponsors has also triggered MA to introduce a similar restructure of ASBK in 2015.

Former Chairman of the MA Motocross Commission, Mark Luksich, has now moved to the role of Australian Supercross Championship Coordinator working within MA.

Luksich said in an MA press release: "We are very excited to announce these new changes for the 2015 Australian Supercross Championship season, and we have worked hard to make this series the best it can be for the riders, organisers, officials, fans and the industry in general."

Addressing the general lack of competitor confidence in recent years, Luknich went on to say: "The industry and particularly the pro teams expect us to provide a calendar with adequate notice for the following year to assist them in organising budgets and travel, and I don't blame them."

Other changes aimed at bolstering participation and professionalism in the series includes increased prize money, and the introduction of championship officials to maintain continuity throughout the series.

MA is currently in the process of negotiating the all-important series sponsorship and Tv coverage to complete the championship's 2015 makeover.

The 2015 Australian Supercross Championship is scheduled to get underway at Bathurst on 10 October.



ASBK

Yamaha backs ASBK

Yamaha Motor Australia has signed up as the naming rights sponsor for the 2015 Australian Superbike Championship (ASBK) series, to promote its finance and insurance arms. Yamaha Motor Insurance (YMI) will become the ASBK Championship title sponsor, while Yamaha Motor Finance (YMF) becomes title sponsor of the Superbike class.

Although the factory YRT race team will only be entering Yamaha's new R1 Superbike in ASC, the rival series to ASBK which is not sanctioned by Motorcycling Australia (MA), Yamaha says it shares MA's long-term hopes of success for the relaunched ASBK series. Yamaha is providing some support for privateers in ASBK, such as reigning ASBK Supersport champion Daniel Falzon, who moves up to the Superbike class on the new R1.

The YMI ASBK series heads to Queensland's Morgan Park Raceway for the first time ever on 10-12 April, with round two of the revamped series. Following the opening round at Phillip



Island, run alongside the World Superbikes, ASBK now moves to unknown and mostly neutral territory for most competitors.

The Superbikes, Supersport, and combined 125GP/Moto3 classes which were on show at Phillip Island will be joined by the Australian 250/300 Production Championship, and the National Unlimited Championship, both of which will

be contesting the opening rounds. In addition to the national

classes, the promoting club, the Motorcycle Sportsmen of Queensland, will run support races for Supermoto and Formula Three machines.

Fans who can't make it will be able to follow the ASBK series on Fox Sports TV, which features a two-hour program aired two weeks after each event.



MRRDA searches for a new leader

After eight years at the helm of the MRRDA, a junior road-racing organising body, Paul Edwards has decided to call time on his tenure - and will sten aside as soon as a replacement is found, or the final MRRDA race of 2015 has been run. Edwards, the MRRDA's founding member, says the success of former MRRDA riders like Jack Miller, Ollie Simpson, Daniel Falzon, Mike Jones and many others is proof of the value the organisation contributes to Australian motorcycle racing development. Nominations for MRRDA Chairman are invited from MRRDA members. Anyone can join the MRRDA. It only costs \$10, and you'll be supporting the future of Australian road racing. Go to: www.mrrda.com

Treloar's and Cox's Grand Slam

Darrin Treloar and passenger Blake Cox have sealed a commanding victory in the Dyovest.com Speedway Sidecar Grand Slam series for the second consecutive year and reminded everyone that they are the favourites for the Australian Championship this weekend in Alice Springs. Round four of the Grand Slam at Gillman (21 March) was a clean-sweep for Treloar / Cox culminating in beating Warren Monson / Matt Morgan, Mick Headland / Jesse Headland and Byren Gates / Michael O'Loughlin in the final. In the last round at Alice Springs (28 March), Treloar / Cox were beaten in the final by Trent Headland / Darryl Whetstone, Mick and Jesse Headland and Gates / O'Loughlin.

Flat Track

Bayliss for AMA flat-track assault!

Troy Bayliss was back in the thick of things at the first two rounds of the 2015 WSBK season – but the main question on everyone's mind was would he race again in the Aragon and Assen rounds in mid-April?

We now know he won't be back in WSBK, but it seems there's still a lot more racing left in Bayliss yet. He hopes to head over to the United States to contest selected AMA Grand National Mile flat-track events on a Ducati flat-track bike developed by Lloyd Brothers Motorsports of Ohio. The machine which features a Hypermotard engine in a specialised VMC flat-track frame has already seen success in AMA competition in the hands of AMA pro flat-trackers Joe Kopp and Jake Johnson.

Bayliss is hopeful of pulling together the sponsorship needed

to make the deal happen, for what would be his first AMA race since 2000, when he rode the Vance & Hines Ducati in the AMA Superbike championship. Bayliss also hopes this American endeavour will help him

to-launch a Grand National type flat-track series here in Australia.

Look out in next issue of AMCN for the latest news on Bayliss' exciting endeavours, as well as a feature on the inside story of the flat-tracking Dukes of AMA.



sport



Doyle leads bright Aussie opening

AUSTRALIAN RIDERS HAVE

made a bright start to the UK speedway season, featuring in the results in a number of significant open meetings.

Australia's newest Speedway Grand Prix rider Jason Doyle led the way in winning the Elite League Riders' Championship staged at his home track in Leicester.

Doyle and defending champion Troy Batchelor joined fellow SGP riders Maciej Janowski and Niels Kristian Iversen in the final, which Doyle won from the Dane and the Pole.

After staging his own Testimonial Meeting at Kings Lynn, Rory Schlein won the Billy Sanders Memorial Meeting at Ipswich. He went on to be placed second to SGP rider Chris Harris in the Olympique Classic meeting at Wolverhampton.

Dutchman Theo Pijper staged his Testimonial Meeting at Edinburgh, and ran last in the final behind three Aussies – Sam Masters, Kevin Doolan and Aaron Summers.

Australia started the international season strongly too, with Jason Doyle and Chris Holder finishing third – behind Denmark and Poland in the first round of the Speedway Best Pairs Cup staged at Torun,

Poland on 28 March. After the worries concerning UK work visas, Australia will still have a contingent of 24 speedway riders plying their trade for teams in the Elite and Premier Leagues in the UK in 2015.

But only two Aussies have team places for their first season in the UK – Jack Holder, Chris's younger brother, and former Moto 3 rider Arthur Sissis.

SGP regulars Troy Batchelor, Jason Doyle and Chris Holder are joined in the Elite League by Max Fricke (in his first full season at that level), Nick Morris, Dakota North, Rory Schlein and Dave Watt. Nick Morris will ride in both leagues, while the rest of the Premier League riders are Robert Branford, Alex Davies, Kevin Doolan, Josh Grajczonek, Cameron Heeps, Christian Henry, Sam Masters, Russell Harrison, Brady Kurtz, Ty Proctor, Justin Sedgmen, Hugh Skidmore, Kozza Smith, Aaron Summers and Rohan Tungate.

One rider missing in 2015 is Cameron Woodward, who suffered a broken femur last September and is unlikely to be fit enough to contemplate a return to riding until mid-year at the earliest.

PETER BAKER





Price starts AORC on top

Australia's top off-road rider and 2015 Dakar hero, Motorex KTM Off-Road Racing rider Toby Price, started the 2015 domestic season where he left off in 2014 by taking out the E3 class and overall win in the first two rounds of the Yamaha Australian Off-Road Championship, held at Kilkivan, QLD, on 21-22 March.

The dust-affected opening round of the series saw a strong line-up across all classes, indicative of the current high

level of competition and professionalism in Australian offroad racing and enduro.

KTM may have got the overall win with Price, but it was also a great weekend for series sponsor Yamaha across the other categories. Class double winners were Josh Green (Active8 Yamaha) in E1 and Tayla Jones (Yamaha Racing) in Women's, while Beau Ralston (Active8 Yamaha) and Chris Hollis (CDR Yamaha) shared the round wins

in F2 class. The next two rounds of the 2015 AORC will be held at Hedley, Victoria on 18-19 April.



Speedway

Mauger family announcement

Former world speedway and long track champion Ivan Mauger OBE MBE is being treated for cognitive aphasia, a communication disorder. Ivan, who won six speedway titles between 1968 and 1979, and long track crowns in 1971, 1972 and 1976, announced his retirement from public life two years ago.

He is receiving daily treatment at a Gold Coast nursing home, but still manages to enjoy time with wife Raye, their



three children, Julie, Kym and Debbie, and longstanding friends and associates from within motorcycling and the

wider community. Meanwhile, collectors are being warned to be wary of items which are being offered for sale, purported to belong to Ivan.

"It has come to our notice that some unauthorised and unscrupulous people have been making false representations - so please take every care to ensure any such offers are genuine and being made by authentic sellers," Raye said.

The Mauger family, who issued this statement, declined to make any further comments. ΡВ



Mud bath time

Australia's muddiest enduro is coming up on 3 May. For over 40 years, the Northern Territory's Kamfari mud race has captured the hearts of not only local racers, but off-road riders Australia-wide. The race is held in the swamps just outside of Darwin and caters for quads, as well as bikes. The four-hour enduro is a true test of rider and mechanical skill. since no outside assistance is allowed. Any parts or tools must be carried by the riders, and in these extreme conditions most riders will have some sort of issue. Spectators are well catered for, with viewing areas so close to the course you will be wiping the mud from your teeth. Head to the Top End in the first weekend of May and experience the race of a lifetime.

MAX SULLIVAN

Condo 750 starts

If Toby Price's Dakar success has inspired you to have a crack at navigational rallies, then the upcoming Condo 750 would be a great starting point. The twoday rally gets underway in the New South Wales outback town of Condobolin, which is about a six-hour ride west of Sydney. Scrutineering takes place on Friday afternoon, 10 April. There is also a meet and greet for fans of the rally, held in the town's main street on Friday night. Racing starts early Saturday morning as riders of bikes and quads follow their road book instructions out of town and hit the trails and tracks on public and private land of the Lachlan shire. Sunday's racing is held on a separate course and concludes back at the town showground after approximately 750km of racing. Spectators are most welcome. MS

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Preston MCC

Sells excels in Broadford return

KAWASAKI NINJA 300

rider Luke Sells has smashed the old lap record for the 300 Production Class by a whopping 1.047sec in the opening round of the 2015 Pirelli Road Race Series at the State Motorcycle Sports Complex at Broadford.

Returning from a year away from road racing, 19-year-old Sells was flabbergasted by his performance:

"It felt great to be back on a roadbike again," he said. "Breaking the lap record was a bit of a surprise. I was going for good times, but I didn't expect to break the old mark three times. I'm really happy with my times."

In the Sprint Series on the Saturday, Sells (1,1) was pushed hard by his 16-yearold brother Drew (2,2) – the previous record holder, also on a Kawasaki Ninja 300.

Mark Ferrari (4,3), riding the (Ferrari Dental Racing) Kawasaki Ninja 300, drew for third spot with Jack Gallagher (3,4) – who was riding the JLT/ Book On / Eye Candy Customs Kawasaki Ninja 300.

Saturday's racing was cut short when Gallagher suffered serious injuries in the third race of the day, resulting in him being airlifted to hospital.

The promising young rider is expected to make a full recovery and the best wishes of everyone involved in motorcycle racing go out to him and his family.

Ryan Taylor totally dominated in the Supersport class, almost breaking his own class record set in August 2013 – missing the mark by just 0.14sec. Meanwhile, Tyson Jones ruled the Superbike class, comfortably winning all races over the weekend.

The Broadford event also included a round of the Bears National Challenge – which was won by Brett Harpur (2,1,1) on an Aprilia RSV4. Fergus Gibson on the Master Australia Aprilia Tuono V4 R APRC came second, with Nikolas Verginis on a KTM RC8 R third. **KEVIN EELES**



Hartwell MCC

Tajvar continues with dream debut

Road-racing debutant Ali Tajvar continued the dream debut to his road-racing career – taking out all four races in the Over 600cc Novice class in round three of the Hartwell MCC series.

Tajvar has guided his Suzuki GSX-R1000 to top-spot on the podium in 11 of the 12 races he has contested so far this season, only missing out on the 12th win by just 0.101 seconds.

Competing in round three of the popular Hartwell MCC series on the weekend of 28-29 March at Broadford, Tajvar, racing on the track for just the second time, broke the magical 60sec mark and is already nudging the 59sec barrier. Conceding that his days as a novice are



fast coming to an end, Tajvar puts his improvement down to the assistance received from Shannon Johnson and Wayne Maxwell at track ride-days.

"I have been doing trackdays for a few years and have learnt a lot about corners and race lines," he said. "This is only my fourth race meeting and my times are coming down well. The Hartwell meetings are well organised and it's good to come and spend time with people who know what they are doing. I'm my own

harshest critic and have high expectations of myself, so I'm looking to win a title this year. That would be good".

The Hartwell series continues to attract great numbers, with over 120 riders and 140 bikes entered for the weekend.

Nathan Jones comfortably took out the feature Greg Bailey race – with a flawless display on his Glythan Kawasaki ZX-10R, as well as all four Superbike races.

Round four will be held at Phillip Island on 30 May.

KMWTC

Club's future in the air

Last issue we drew attention to Ku-ring-gai Mini Wheels Training Club in NSW, which is facing an uncertain future.

Ku-ring-gai Council has responded to AMCN's enquiries about its recommendation not to renew the club's lease. This position, it says, is based largely on a contravention of the current lease, when 300 tonnes of clay was imported to the site without the council's permission. The club was ordered to undertake environmental rehabilitation works under supervision of council staff.

Although this incident has sparked debate about the site's suitability for the club's activities, the council says it is: "continuing to discuss the draft plan of management with the club's organisers, and a variety of options for the club."





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1951 - TODAY

100 MOTORCYCLE OIL

Where are they now?

Rod Cox from Tamworth was one the best big-bore riders of the 1980s

"The rear pads fell out during the wheel change and I had to ride the last stint with no rear brake"

Like Kenny Roberts, you were a country boy who transitioned from horses to motorcycles.

Horses were all we knew growing up, then we got into bikes in the late 60s. My first bike was actually a Heinkel scooter with a twist-grip gear change. Then I got a Yamaha 100 and we made expansion chambers for it and I started fanging around Tamworth with my brother and a few mates. We lived on the edge of town and we rode around the bush and the streets in the days when nobody battered an eyelid. I started racing short circuit at Tamworth, Salty Creek and Taree and a little bit of motocross on a (Suzuki) TM125 and 250.

How did you get into road racing?

There was a bit of mythology about the Castrol Six-Hour. When we heard that Joe Eastmure won on a Suzuki 315, we couldn't believe it. Gary Innis was an Australian speedway champion who bought a Suzuki GT750 and he said that I should give road racing ago. In 1976 I went down to Oran Park with the bike, and Wayne Gardner was having his first road race too. He said to me: "I gonna

be World Champion one day," and I guess he meant it. After only three meetings as a C-grader, I was accepted to race at Bathurst. I strapped the standard pipes to the GT and rode it to Bathurst for the Production race and Unlimited C-grade. A bunch of us from Tamworth had been going to Bathurst for a few years for some wild weekends, but racing was a totally different thing. I absolutely loved the track. I thought I was pedalling pretty well in the proddy race when the leaders ripped by me down the hill to lap me.

That moment defined what you wanted to achieve, right?

Yeah, I wanted to win at Bathurst and I wanted to win the Castrol Six-Hour, and I managed to do both. I reckoned I could've won more, but lady luck wasn't on my side. But every racer has been through the same thing. In 1979 I bought a pair of CB900Fs. It was the first time I'd hooked up with Wally Campbell, and we were running third in the Six-Hour before our last stop, but the rear pads fell out during the wheel change and I had to ride the last stint with no rear brake and we ended up

finishing 11th. At the Coke 800 at Oran Park in early 1980, we finished second behind the works RSC Honda ridden by Mick Cole and Alan Decker, and the prize money helped to pay the 900s off. In 1983 I was hired by Team Honda to do the Six-Hour, after I knocked them back in 1982 because I had a verbal agreement with Suzuki. They moved me from partnering Glenn Taylor to ride with Wally on the VF750. Robbie Phillis and Geoff French were running a very good pace all day, and we were not far behind them, but they had two stops when their bike took ages to restart and that was enough for us to win. We opted to run the high-profile Pirellis, Team Matich went for the low profile ones, and I think that gave us a bit more ground clearance through the loop.

Tell us about your love affair with Bathurst, and when you conquered it.

From my very first lap around Mount Panorama on my waterbottle (Suzuki), I just fell in love with the place, the atmosphere and the speed. I entered every Arai 500 solo because I wanted to do as many laps around the track as I could. Whenever we had a bad Easter weekend and didn't do many laps, I'd be real dirty. In 1987, we entered the

Arai on a Yamaha 750. Michael Dowson went out early on his Marlboro FZR1000, and then Kevin Magee had that big crash at Murray's when he had a big lead. My strategy in endurance racing was doing a minimum number of pit stops, so I found myself in the lead and held on for the win from Wayne Clarke and Rob Scolver, Warren Willing offered me Magee's FZR1000 for the Motoline 1000 feature race on Sunday. It had a dry clutch, which I'd never used before, so I didn't get the best of starts. As the race wore on, I got comfortable on the bike and I ended fourth and ran the fastest lap of the race on a bike I'd never even sat on.

What are you up to these days?

After getting out of my bike shop in Campbelltown in 1990 after our daughter arrived, we bought a patch at Bendemeer, 40km out of Tamworth, and built a house on it. I work for the RMS (formerly RTA) as a vehicle inspector, and I build race engines for Mitch Levy. I also do Bowen therapy as a qualified practitioner. It's a muscular rehab technique that I practice on my horses, pets and people, just as a hobby. I just wished I'd got into it when I was racing!

DARRYL FLACK





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Grid talk

INTERVIEW COLIN YOUNG



In his 313th Grand Prix which began his 20th season, 36-year-old Valentino Rossi has won his 109th Grand Prix

THE IRREPRESSIBLE

Valentino Rossi opened his 20th season in grand prix racing with a nerveless victory in the Qatar Grand Prix that he rates at among the top of his stellar career. After an epic battle with Ducatimounted Andrea Dovizioso that delivered his 83rd MotoGP race win, Rossi dares to believe he can win a 10th world championship.

Rossi, 36, was inspirational in conjuring a clever last-lap victory over his compatriot, a performance motivated by his unshakeable passion for racing and he reckons he can race like he did in Qatar until he is 40!

"I feel I can fight for more wins and the championship, otherwise I don't come to the track. I have a lot of motivation because I love my job," said Rossi. "If you live a good life and with good training I feel you can ride at the top until 40."

In his 313th Grand Prix Rossi's masterclass in race strategy saw him carve his way back from 10th on the first lap to beat Andrea Dovizioso by just 0.174s in an epic 22-lap contest. With his Yamaha YZR-M1 consistently over-powered on the straight by Ducati's new and super-fast GP15, Rossi used his sublime race craft to out-race both Dovizioso as well as his Yamaha teammate Jorge Lorenzo.

"I put this battle in the top of my career because Dovi today rode in a clever way," Rossi said. "He was very strong because he knew he could win so he gave the maximum, he was aggressive.

"The best moment was braking into Turn One when Dovi passed me on the outside and then went wide and I cut inside. He kept the line for the second turn and with a better exit I overtook him again.

"It was very good, one of the best battles of my career. I put this battle at the same level as some races with Lorenzo or Marquez and also Capirossi when he was at Ducati."

Rossi remains the great warhorse of MotoGP and says he is not scared by the 1000cc era of tighter, closer racing on display in a breathtaking Qatar race.

The emergence of the Ducati GP15 as a race-

winning force means that, with the factory Yamahas and Hondas, there could be six riders contending for race wins. Or even the championship, instead of just the four of previous seasons.

"I like a lot this type of racing, and for me is not more difficult than when there was maybe two guys at the front," Rossi said after he had half an hour to reflect on the race. "I am very happy because in recent years the style of races have changed. There was a period when many races with Stoner or Lorenzo were finished after three laps.

"These were the most difficult and boring races. Now there are more battles to the end, that use more strategy."

"It was one of the best battles of my career. I put this at the same level as races with Lorenzo or Marquez"



Australian Motorcycle News road test photographs are posed for by skilled, professional riders under controlled circumstances. Attempting to imitate their actions may be dangerous. Australian Motorcycle News supports and endorses rider training and wearing protective riding gear. Especially protective ear gear. Cos our online editor Antoinette Dakota has just bought herself a Triumph Daytona 675 and the squeals of excitement were squintingly loud. But it reminded the mob here at Gassit HQ just how awesome it is to take delivery of a new bike. To have and to hold, through sickness and in health, as long as you both shall... It's the going home and staring at it. The washing it when it's clean. The naming of it, the oogling at it, the eating your breakfast on it. How good is it?!



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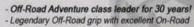






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